

REPORT

DATE: October 2, 2003

TO: Regional Council

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SUBJECT: 2004 Regional Transportation Improvement Program (2004 RTIP) Guidelines

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION: Approve the release of the Regional Transportation Improvement Program Guidelines and the approval process for RTIP amendments, and authorize staff to finalize the guidelines.

Background:

The 2004 Regional Transportation Improvement Program Guidelines is prepared in concert with the transportation commissions and the Imperial Valley Association of Governments (IVAG). The guidelines facilitate the work of the commissions, IVAG, Caltrans, and transit operators in the development of the RTIP project listing and in the submittal of the county TIPs to SCAG. The main intent is to ensure the project listing fulfills the legal, administrative, and technical aspects of the RTIP process, and to minimize duplicate efforts by the various agencies involved in the process.

Summary:

SCAG is required under both federal and state laws to develop a Regional Transportation Improvement Program. The RTIP is the short-range program that implements the long-range Regional Transportation Plan (RTP) to accomplish improvements in mobility and air quality. SCAG develops the RTIP in cooperation with the State (Caltrans), the county transportation commissions and IVAG, and public transit operators. Federal law requires that the RTIP be updated at least every two years, adopted by SCAG, and sent to the Governor for approval. The RTIP Guidelines are updated at least every two years by SCAG staff working with the staff from the transportation commissions to ensure that all current legal, administrative, and technical requirements are met.

In addition, these Guidelines assume continuation of all major federal programs currently found in TEA-21(scheduled to expire September 30, 2003) in the 2004 RTIP period which begins July 2004. The Guidelines will be modified if programs are modified, added and/or deleted in the next federal transportation act.

Fiscal Impact

The staff resources necessary for developing the 2004 RTIP, including the 2004 RTIP Guidelines, are contained within the Fiscal Year 2003/04 SCAG budget.

Docs #90221

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Guidelines

For
FY 2004/05 – 2009/10

The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and Federal Transit Administration – under provisions of the 1998 Transportation Equity Act for the 21st Century (TEA-21).

I. INTRODUCTION

These Guidelines have been prepared to facilitate the work of the county transportation commissions (Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties) (CTCs) and the Imperial Valley Association of Governments (IVAG), transit operators, and Caltrans in the development of the Regional Transportation Improvement Program (RTIP) project listing and their submittal of county TIPs to the Southern California Association of Governments (SCAG).

The core of this process is the project listing, which should be done in a way that fulfills the legal, administrative, and technical aspects of this endeavor. This process should minimize duplicate efforts by the CTCs and IVAG, Caltrans, SCAG, and/or other agencies.

There are four major items that remain outstanding that will impact the 2004 RTIP Guidelines. These are Federal Reauthorization, the 2003 AQMPs, the 2004 RTP and the RTIP Database. Sections of the guidelines affected by these items will be examined as soon as they are available.

These Guidelines assume continuation of all major federal programs currently found in TEA-21 (scheduled to expire September 30, 2003) in the 2004 RTIP period which begins July 2004. The Guidelines will be modified if programs are modified, added and/or deleted in the next federal transportation act.

A. General Overview of RTIP Process

SCAG is required under both federal and state law to develop an RTIP (23 U.S.C. §134 (h); Cal. Government Code §§14527, 65082 and 130301 et seq.). The RTIP is the short-range program that implements the long-range Regional Transportation Plan (RTP) to accomplish improvements in mobility and air quality. As the designated Metropolitan Planning Organization (MPO) [under Federal law] and as the transportation planning agency and multi-county designated transportation planning agency (under State law) for the six-county Southern California region, SCAG develops the RTIP in cooperation with the State (Caltrans), the CTCs and IVAG, and public transit operators. Federal law requires that the RTIP be:

- Updated at least every two years, adopted by SCAG, and then sent to the Governor for approval.
- Developed in cooperation with the state, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment on the proposed program, including consultation with the CTCs and the Department of Transportation as set forth in the Public Utilities Code Section 130059 (otherwise known as the AB 1246 Process).
- Compatible with the State Transportation Improvement Program (STIP) development and approval process (see page 13 for discussion of the STIP process).

- Subject to compliance with the conformity requirements in the federally designated non-attainment and maintenance areas. The adoption and conformity determination of the FY 2004/05-2009/10 RTIP (also known as the 2004 RTIP) is scheduled for October 2004. (See the RTIP Development Process schedule on page 24 for specific development dates). In non-attainment and maintenance areas, the RTIP must give funding priority to Transportation Control Measures (TCMs) identified in the applicable State Implementation Plans (SIP).
- Consistent with the long-range Regional Transportation Plan (RTP) as the RTIP implements the projects in the RTP.

These and other federal and state-mandated RTIP requirements are more fully described in the sections that follow. Also described in these Guidelines is the process for implementing the RTIP program in the SCAG region in accordance with state and federal rules. The schedule for processing the 2004 RTIP is provided on page 24. A general overview of the RTIP Development Process is provided on page 26.

B. RTIP Period

23 U.S.C. §134 (h)(2)(a) requires that the RTIP include a priority list of projects to be carried out within the first three years, i.e., 2004/05, 2005/06, 2006/07. The RTIP must cover a period of not less than three years, but may cover a longer period. The SCAG 2004 RTIP covers a six-year period, from October 1, 2004 (FFY04/05) to September 30, 2010 (FFY09/10). The RTIP program years coincide with the federal fiscal year budget cycle (FFY) which begins October 1st and ends September 30th of each year.

The federal TEA-21 program ends September 30, 2003; therefore, the next federal transportation funding program is within the timeframe of the 2004 RTIP six-year period. Until better estimates are provided in the next federal transportation act or funding resolutions, CMAQ and STP Local Program estimated apportionments for the first three years of the 2004 RTIP (2004/05, 05/06, 06/07) will be based on the actual 2002/03 apportionment figures.

The frequency and cycle for updating the TIP must be compatible with the STIP development and approval process. In the State of California, under Government Code Section 14529, the STIP is a five-year program. The 2004 STIP Program will cover the five-year period from July 1, 2004 (FY04/05) to June 30, 2009 (FY08/09), and falls entirely within the SCAG 2004 RTIP six-year period.

C. The AB 1246 Process

As set forth in the Public Utilities Code Section 130000 et-seq. (otherwise known as the "AB 1246 Process"). SCAG in developing the RTIP must also consult with the CTCs and the Department of Transportation.

Pursuant to Section 130301 of the Public Utilities Code, "{t}he multicounty designated transportation planning agency {SCAG} which includes the area of the {county transportation} commission shall be responsible for long-range transportation system planning, including preparation of the regional transportation plan." More specifically, such planning shall be directed to, among other things: "{c}oordination of the plans and short-

range transportation improvement programs developed by the commissions, including resolution of conflicts between such plans and programs” and “{r}eview and comment concerning all near-term transportation improvement programs after the development of, but prior to, adoption of such programs by the commission.” Public Utilities Code § 130301(h) and (k).

D. The Regional Transportation Plan (RTP)

SCAG prepares the long range 20-year Regional Transportation Plan (RTP) every three years in accordance with state and federal requirements [Cal. Government Code 65080; 23 U.S.C. § 134 (g)]. This plan is adopted by the Regional Council, subject to conformity and fiscal constraint requirements, and then approved by the Governor and for conformity by USDOT. The 2004 RTP will have a 30-year planning horizon and is scheduled for approval by the SCAG Regional Council in April 2004.

The RTIP is the process by which the RTP is implemented. It does so through providing an orderly allocation of federal, state and local funds for use in planning and building specific projects. Under law, the RTIP is required to advance the RTP by programming the projects, programs, and policies contained in the Plan, in accordance with federal and state requirements. These include specific requirements for scheduling of projects, financing, and the timely implementation of Transportation Control Measures (TCMs).

The RTP constrained element includes all projects that the financial forecast can accommodate in the 2004 RTP 30-year planning horizon. The RTIP constrained element includes only those projects that have committed funding the first three years of the RTIP.

1. Project Implementation

The RTP models projects for completion in specific timeframes, thus establishing not only a project listing, but also a generalized phasing of projects for implementation. These projects with anticipated completion dates are listed at the end of the RTP section. Commissions will need to program projects for initiation within an appropriate time frame to ensure that they become operational during the time frame indicated in the Regional Transportation Plan.

Projects not included in the current time frame in the RTIP should be advanced only when additional funding becomes available and the Commission is able to demonstrate that it is in full compliance with the requirements of the timely implementation of TCMs.

The 2004 RTP constrained project listings are not available at this time and will be provided in the near future.

IMPERIAL COUNTY RTP PROJECT LISTING - TO BE INCLUDED UPON AVAILABILITY OF
DRAFT RTP

LOS ANGELES COUNTY RTP PROJECT LISTING - TO BE INCLUDED UPON AVAILABILITY
OF DRAFT RTP

ORANGE COUNTY RTP PROJECT LISTING – TO BE INCLUDED UPON AVAILABILITY OF
DRAFT RTP

RIVERSIDE COUNTY RTP PROJECT LISTING – TO BE INCLUDED UPON AVAILABILITY OF
DRAFT RTP

SAN BERNARDINO COUNTY RTP PROJECT LISTING – TO BE INCLUDED UPON
AVAILABILITY OF DRAFT RTP

VENTURA COUNTY RTP PROJECT LISTING – TO BE INCLUDED UPON AVAILABILITY OF
DRAFT RTP

2. Implementation of Transportation Demand Management and Non-Motorized Investments

The 2004 RTP will include actions and targets for implementation of Transportation Demand Management (TDM) and Non-Motorized Investments. Because the revised figures are not currently available for this draft of the 2004 RTIP guidelines, the actions and yearly investments listed below are identical to those listed in the 2002 RTIP Guidelines from the 2001 RTP. Please utilize the figures below until the new information is available. Some of the actions in the 2001 RTP include:

- Program funds in the RTIP to maintain the existing carpool market and increase the number of carpools by 8,000 per year.
- Increase the number of commuter vanpools from 2,000 to 5,000 through more effective marketing and the provision of non-monetary public sector incentives.
- Fully integrate park-and-ride facilities into SCAG's existing and future transportation planning and programming processes.
- Fund the development and implementation of pedestrian and bicycle safety and education programs aimed at persons of all ages, potential bike commuters and motorists.
- Develop and implement bicycle incentive programs that recognize and reward employees for bicycle use similar to those that reward transit use.
- Completion of advanced traffic management of the region's freeways and certain arterial corridors, through traffic operations centers, signal synchronization, ramp meters and visual detection.

The suggested yearly investments as called for in the 2001 RTP, to be implemented in the 2004 RTIP by county by category are as follows:

2004 RTIP TDM and Non-Motorized Required Yearly Investments for Implementation of the 2004 Regional Transportation Plan (Escalated to current dollars)

County	Non-Motorized	Rideshare	ITS /Traveler Information	TDM (P-N-R lots, Telecommute, etc.)	TOTAL
Imperial	\$1,351,000	\$0	\$0	*	\$1,351,000
Los Angeles	\$17,333,000	\$8,104,000	\$24,986,000	\$6,978,000	\$57,401,000
Orange	\$6,258,000	\$2,251,000	**	\$1,396,000	\$9,905,000
Riverside	\$2,251,000	\$990,000	\$1,126,000	\$1,126,000	\$5,493,000
San Bernardino	\$2,251,000	\$2,026,000	\$1,306,000	\$1,126,000	\$6,709,000
Ventura	\$2,926,000	\$0	\$3,602,000	*	\$6,528,000
Regional Total	\$32,370,000	\$13,371,000	\$31,020,000	\$10,626,000	\$87,387,000
* Imperial and Ventura County costs for TDM are included in the Non-Motorized amount.					
** Orange County Costs for ITS are included in the Rideshare amount.					

Note: The 2001 RTP table reflects a 25-year total. This RTIP table reflects yearly increments.

Table contains figures from the 2001 RTP that will be updated with 2004 RTP data when available.

Each county is required to submit a report that provides a summary for each investment category, by year and by program codes. 100% Locally-funded TDM and Non-motorized projects included in the table below should be programmed in the RTIP. These reports to SCAG should be similar to the example below.

**2004 RTIP
"County Name"
TDM and Non-Motorized Required Yearly Investments**

RTIP Investments			
Program Code 1	\$	\$	\$
Program Code 2	\$	\$	\$
TOTAL	Investment Amount	Investment Amount	Investment Amount
RTIP Investments			
Program Code 1	\$	\$	\$
Program Code 2	\$	\$	\$
TOTAL	Investment Amount	Investment Amount	Investment Amount
RTIP Investments			
Program Code 1	\$	\$	\$
Program Code 2	\$	\$	\$
TOTAL	Investment Amount	Investment Amount	Investment Amount
RTIP Investments			
Program Code 1	\$	\$	\$
Program Code 2	\$	\$	\$
TOTAL	Investment Amount	Investment Amount	Investment Amount

3. TCM

The RTP sets forth an integrated set of strategies whose purpose is to enhance mobility within the region consistent with the requirements of conformity and financial constraint. In the SCAG region, two ozone non-attainment areas have TCMs: the South Coast Air Basin (SCAB) and the Ventura County portion of the South Central Coast Air Basin (VC/SCCAB). The State Implementation Plans (SIPs) for both areas are being revised.

For the SCAB area, the proposed new TCM categories are consistent with the existing categories which include HOV measures, Transit and Systems Management Measures, and Information-based Measures. Projects consist with these categories and within the first two years are the enforceable commitments of the RTIP. These projects are updated with the adoption of each subsequent RTIP. The commitment remains to implement them in a timely fashion until they are operational.

For the VC/SCCAB, the current TCM categories are Clean Fuel Bus Fleets and Support Facilities, Improved Public Transit, Bicycle and Pedestrian Facilities; and Traffic Flow Improvements. A specific list of projects, consistent with the TCM categories, is listed by VCTC in each RTIP.

TCMs require priority of funding (with special claim on CMAQ and STP funds), as well as timely implementation in accordance with the schedule in the RTIP.

Note that in both areas (SCAB and VC/SCCAB), upon the federal approval of the new SIPs, if needed the TCM Categories listed here may require some modifications. Non-TCM projects cannot be advanced unless a showing is made that all TCM projects are funded (see page 48 for additional information on TCMs, and page 67 for Timely Implementation of TCM requirements).

E. The State Transportation Improvement Program (STIP)

The California Transportation Commission is required to adopt and submit a STIP to the legislature and the Governor by April 1 of each even-numbered year. The STIP contains a list of all capital improvement projects to be funded with Regional Improvement Program (RIP) and Interregional Improvement Program (IIP) funds. Caltrans is required to release an estimate of STIP funds available in the five-year STIP period by July 15 of every odd-numbered year; and the California Transportation Commission is required to adopt the five-year estimate by August 15 of each odd-numbered year.

Because of the State budget crisis, the California Transportation Commission has postponed the release of the 2004 STIP Fund Estimate to October 2003.

Pursuant to Cal. Government Code 14527(a), "After consulting with the department, the regional transportation planning agencies and county transportation commissions shall adopt and submit to the commission [CTC] and the department [Caltrans], not later than December 15, 2001, and December 15 of each odd-numbered year thereafter, a five-year regional transportation improvement program in conformance with Section 65082. In counties where a county transportation commission or authority has been created the commission or the authority shall adopt and submit the county transportation improvement program, in conformance with

Sections 130303 and 130304 of that code, to the multicounty designated transportation planning agency [SCAG].”

Because the 2004 STIP cycle has been delayed a few months by the California Transportation Commission, counties have until January 30, 2004 to submit their final or proposed County 2004 STIP proposals to SCAG. This submittal deadline cannot be extended because it coincides with the deadline for including projects in the 2004 RTIP modeling analysis.

Other STIP programming-related requirements that affect the RTIP include:

- The STIP will be limited to projects that are expected to receive an allocation of STIP funds from the Commission within the STIP five-year period.
- The STIP submittal may not change the project delivery milestone date of any project as shown in the adopted STIP without the consent of Caltrans or the project lead.
- Major projects shall include current costs updated as of November 1 of the year of submittal and escalated to the appropriate year
- Proposed STIP projects must be consistent with the RTP and subject to conformity requirements.
- Proposed projects must have completed a Project Studies Report (PSR) or a PSR-equivalent or major investment study for projects not on the state highway system.

Projects to be included in the RTIP for implementation (construction) must have proceeded (or proceed) through the planning stages required by FHWA/FTA (unless 100% state funds) as well as the state process identified in SB 45. Major construction projects require a completed multi-modal alternative analysis through NEPA (consistent with federal requirements established to replace the MIS process from ISTEPA) and environmental clearances (NEPA/CEQA).

In order for both SCAG and commissions to meet the January 30, 2004 STIP submittal deadline, a schedule for processing and incorporating new projects into the SCAG RTIP is found on page 24.

II. GENERAL REQUIREMENTS AND POLICIES

A. Consultation (Interagency and Public Involvement)

Public involvement in transportation planning has a new emphasis since ISTEPA. Federal regulations to implement TEA-21 call for proactive public involvement processes. They must respond not only to the requirements of TEA-21 but also those of related Federal acts, such as the Clean Air Act and the Americans with Disabilities Act (ADA).

TEA-21 and the ADA stipulate that public involvement in the transportation improvement program's development and approval process includes certain targeted groups. The determination of how effectively the responsible planning agencies have provided opportunities

for public input and whether the process meets the interagency consultation requirements of EPA's Transportation Conformity Rule is now one of the factors used to determine conformity and in the allocation of federal funds for local, regional and state transportation projects and programs.

The California Public Utilities Code 130059 requires SCAG to convene at least two meetings annually comprised of representatives from the five commissions, the agency and the Department of Transportation. The CTCs TIPs will be discussed at this meeting prior to their adoption of the program. After the respective county transportation commissions act on their TIPs, SCAG prepares the Regional Transportation Improvement Program. If any conflicts arise with the CTCs' programs (for example, inter-county issues, financial constraint, or inconsistency with the 2004 Regional Transportation Plan policies, programs or projects) then SCAG will convene a subsequent meeting with the affected CTC(s) to discuss the issue.

As a result, SCAG has developed "Policies, Procedures and Guidelines for Public Participation and Interagency Consultation" to provide guidance for public participation and interagency consultation in the regional planning process.

The CTCs' and IVAG's public involvement process should be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early public involvement. Accordingly, the CTCs' and IVAG's public involvement process should provide for:

1. Early and continuing public involvement opportunities throughout the transportation planning and programming process;
2. Timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by the transportation improvement program's projects;
3. Reasonable public access to technical and policy information used in the development of the transportation improvement program;
4. Adequate public notice of public involvement activities and time for public review and comment at key decision points including, but not limited to, action on the transportation improvement program;
5. A process for demonstrating explicit consideration and response to public input during the transportation improvement program development process;
6. A process for seeking out and considering the needs of those traditionally under-served by existing transportation systems, such as low-income and minority households which may face challenges accessing employment and other amenities; and,
7. A comment period of at least thirty days and one formal public hearing prior to adoption of the transportation improvement program.

B. Project Selection Criteria

Project selection procedures for the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and for the Federal Transit Administration (FTA) capital and operating programs are a requirement of Title 23 United States Code (USC) 134 (i)(4), as amended by the Transportation Equity Act for the 21st Century (TEA 21), Public Law 105-178 (HR 2400), 1203(i)(2), June 9, 1998.

Title 23 of the USC 134 (i)(4)(A) states the following:

Selection of Projects – All federally funded projects carried out within the boundaries of a transportation management area under this title (excluding projects carried out on the National Highway System and projects carried out under the bridge program or the Interstate maintenance program) or under chapter 53 of title 49 shall be selected for implementation from the approved transportation improvement program by the metropolitan planning organization designated for the area in consultation with the State and any affected public transit operator.

In compliance with federal requirements, project selection in the SCAG region must meet the following criteria:

- All of the Regional Transportation Improvement Program (RTIP) projects must be consistent with the federally approved and conforming Regional Transportation Plan (RTP). The RTIP implements the respective RTP. Therefore, consistency of the RTIP projects with RTP policies, programs and projects for the RTIP period is essential.
- Funding priorities must be given to the applicable Transportation Control Measure (TCM) projects in federal non-attainment and maintenance areas. The applicable TCM categories and strategies are listed in the Environmental Protection Agency (EPA) approved State Implementation Plans (SIPs)/Air Quality Management Plans (AQMPs).
- Projects funded by the CMAQ fund must meet the eligibility criteria for the use of the fund.
- Any single occupancy vehicle (SOV) project listed in the county TIPs must come from the federally approved RTP which addresses the Congestion Management Systems (CMS) in the transportation management areas (TMAs).

1. County Transportation Commissions and Project Selection

Under State law (AB 1246), the programming agencies in the region conduct the Call for Projects. Each county incorporates its projects into the county TIP for submittal to SCAG. SCAG prepares the RTIP using the county TIPs. Also under the State law where the Congestion Management Program (CMP) is applicable, the county TIP should be consistent with the respective operative CMP.

SCAG publishes the RTIP guidelines at the beginning of each RTIP cycle and outlines all federal, state, and MPO requirements for project listing in priority order by Fiscal Year. This is to facilitate the Call for Projects by the CTCs: Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, San Bernardino

Associated Governments, Riverside County Transportation Commission, Ventura County Transportation Commission, and Imperial Valley Association of Governments.

SCAG reviews all of the county TIP projects for consistency with the RTP and funding availability. SCAG incorporates the eligible projects into the RTIP for conformity analysis. Projects that are not consistent with the federal and MPO requirements are not incorporated into the RTIP.

If there are any conflicts, they are worked out with the Commissions, SCAG's Regional Council and the Regional Transportation Agencies Coalition (RTAC). If a project should fall out, then SCAG coordinates with the Commission to replace it.

In a statewide effort, the monthly meetings of the Regional Transportation Planning Agencies (RTPA) also serve as a mechanism for TIP discussion between staff representatives from SCAG, the transportation commissions, and Caltrans.

2. Project Selection Steps (Recap):

Step 1 CTCs prioritize projects in their county TIPs for the first three years of the Program separately for the STP, CMAQ, and FTA capital and operating programs. The commissions prioritize projects in the following way:

Fiscal Year 1 - First priority
Fiscal Year 2 - Second priority
Fiscal Year 3 - Third priority

Step 2 SCAG incorporates the county TIPs into the Regional TIP with the priorities as submitted by the County Commissions as long as projects conform to all of the appropriate air quality and RTP consistency requirements.

Step 3 SCAG performs all required conformity analysis on the RTIP and then adopt the RTIP.

Step 4 SCAG submits the RTIP to the Governor (Caltrans) for incorporation into the State's Federal TIP, and SCAG simultaneously submits the conformity findings to the FHWA, FTA, and EPA for the final conformity determination.

C. Regionally Significant Transportation Investment Studies (RSTIS)

Within the context of regional transportation planning, the first step toward strategy/program development is: the Regionally Significant Transportation Investment Study (RSTIS) and/or corridor feasibility study, which is a corridor study or alternatives analysis including a NEPA "purpose and need" statement and preliminary environmental documentation. While some projects can move very quickly from an idea to implementation, regionally significant strategies and programs require a more in-depth study and analysis. During the course of an investment study the region can determine the various alternatives that may help solve the problem and identify a preferred program or strategy that will be subject to a comprehensive NEPA analysis. It is the responsibility of SCAG to identify which strategies/programs should be subject to such requirements and to identify those programs/projects in the RTP as requiring further study and analysis.

REGIONALLY SIGNIFICANT TRANSPORTATION INVESTMENT STUDIES (RSTIS) CORRIDOR STUDIES, PROJECT INITIATION DOCUMENTS (PIDs), and ENVIRONMENTAL DOCUMENTS

Under ISTEA, high capacity, federally funded highway and transit projects were required to undergo a Major Investment Study; however, pursuant to TEA-21 the requirement for a “stand-alone” MIS document was eliminated. The pending proposed DOT planning rules require that the content of the old MIS document to be reflected in the planning and project development (“NEPA linkage”) process. With the adoption of the 2001 RTP (Chapter 10) the region now views the RSTIS as the process to refine or update the RTP for regionally significant corridor projects. Therefore, RSTISs originate from the regional planning process and will be guided by it.

SCAG, as the Metropolitan Planning Organization, in cooperation with other stakeholders, shall approve the initiation and scope of a RSTIS. Before a project can be included in the RTIP for construction, the project must be one of the alternatives in a completed RSTIS, a completed project initiation document and cleared environmental documents. The RSTIS shall be included in SCAG's Overall Work Program.

Since a RSTIS is a component of the RTP planning process, the regionally significant alternatives shall be evaluated by the Performance Indicators included in the RTP in order to be considered for incorporation in the RTP. RSTIS alternatives include alternative modes and technology (intelligent transportation vehicles, highway, transit and non-motorized transportation systems), general alignment, number of lanes, the degree of demand management and operating characteristics. Furthermore, RSTIS are required to evaluate the effectiveness and cost-effectiveness of alternatives in attaining local/regional, state and national goals and objectives.

This analysis shall consider the direct and indirect costs (of capital, operating and maintenance, and right-of-way) of alternatives; benefits or impacts of mobility improvements; air quality requirements; social, economic and environmental impacts including environmental justice; safety, operating efficiencies; financing (federal, state and private sources); energy consumption; and public outreach.

The results of the RSTIS will help lead to a decision by SCAG, in cooperation with participating public and private organizations, on the design and scope of the investment for the RTP. The preferred alternative of a RSTIS must meet the performance and financial criteria established by the RTP and be approved by the Regional Council before being included in the RTP and RTIP.

RSTISs are eligible for funds authorized under Sections 8, 9, and 26 of the Federal Transit Act, State planning funds, and planning and capital funds appropriated under Title 23, United States Code.

RSTISs or other analyses are appropriate when regionally significant investments in the RTP do not have complete environmental analysis, design concept and scope (mode and alignment not fully determined). In these cases requiring further analysis, the RTP may stipulate either a set of assumptions concerning the proposed improvement or no-build condition pending the completion of a corridor or sub-area analysis. The RTP should have enough detail to provide a plan conformity determination.

The SCAG RSTIS Peer Review Group was established to ensure that the process for a RSTIS meets all requirements. The Peer Review Group process is the cooperative process involving SCAG, Caltrans, transit operators, environmental resource agencies and FHWA/FTA. Upon completion of the process, a Letter of Completion is issued. The letter only certifies compliance with the peer review group process.

D. Transportation Conformity Regulations

Federal transportation and air quality conformity regulations are outlined in the TEA-21 and EPA's Transportation Conformity Rule. TEA-21 authorizes federal funding for highway, highway safety, transit, and other surface transportation programs. In federally designated non-attainment or maintenance areas, a transportation plan, program, or project may not receive federal funds unless it has been found to conform to the applicable State Implementation Plans (SIPs) for the purpose of compliance with the National Ambient Air Quality Standards (NAAQS).

The Federal Clean Air Act (CAA) establishes air quality standards for various health-hazardous pollutants. The federal requirements for air quality management are incorporated into the SIPs for those pollutants stipulated in the CAA. The SIPs set forth the goals and objectives for achieving CAA air quality standards. State of California requirements for transportation are incorporated into Senate Bill 45 (SB 45) and other California codes.

In compliance with the CAA requirements, the Environmental Protection Agency (EPA) Transportation Conformity Rule establishes regulatory provisions for processing transportation plans, programs, and projects in the federal non-attainment and maintenance areas under Title 23 U.S.C., the Federal Transit Act, and Section 176(c) of the 1990 CAA Amendment. The Transportation Conformity Rule also regulates conformity to the SIPs.

The most recent Transportation Conformity Rule is found at 40 CFR parts 51 and 93 (published on August 15, 1997). The conformity findings of the 2004/05 – 2009/10 RTIP shall be in accordance with the criteria and procedures set in the Transportation Conformity Rule and all related court rulings.

The conformity determination is made by air basin, non-attainment area, and pollutant. In addition to the requirement of the RTP consistency analysis there are four required tests for conformity determination of the RTIP:

- i. Regional emissions analysis.
- ii. Timely implementation of TCMs.
- iii. Financial constraint.
- iv. Interagency consultation and public involvement.

1. Air Basins, Non-attainment Areas, and Air Districts in the SCAG Region

(See maps at the end of this document)

Within the SCAG region there are four air basins and five air districts.

The four basins and non-attainment areas are as follows:

i. The South Coast Air Basin (SCAB):

The urbanized portions of the Los Angeles, Riverside, and San Bernardino counties as well as the entire County of Orange.

- The entire basin (excluding the Banning Pass Area) is a non-attainment area for the following pollutants: CO; 1-hour Ozone; NO₂; and PM₁₀.

ii. The Ventura County portion of the South Central Coast Air Basin (SCCAB):

- The entire county is a non-attainment area for 1-hour Ozone.

iii. The Mojave Desert Air Basin (MDAB):

The desert portions of the Los Angeles, Riverside, and San Bernardino counties. A small portion of this air basin is in Kern County that is outside of the SCAG region.

- Antelope Valley Portion of MDAB - The entire desert portion of Los Angeles County (known as Antelope Valley) is a non-attainment area for 1-hour Ozone.
- San Bernardino County Portion of MDAB
 - With the exception of the northern and eastern parts of the County the rest is a non-attainment area for 1-hour Ozone.
 - Searles Valley (situated in the NW part of the County) is non-attainment for PM₁₀.
 - San Bernardino County (excluding the Searles Valley area) within the MDAB is a non-attainment area for PM₁₀.

iv. Salton Sea Air Basin (SSAB):

All of Imperial County and the central portion of Riverside County.

- Riverside County Portion of SSAB - The entire Riverside County portion of SSAB (Coachella Valley – including the Banning Pass Area) is a non-attainment area for the following pollutants: 1-hour Ozone; PM₁₀.

Note: Of the above-referenced areas, the state air basin and the federal non-attainment areas for the SCAB and the Coachella Valley portion of SCCAB are not consistent. EPA and ARB are resolving this inconsistency. The Banning Pass area will be added to the SCAB and excluded from the Coachella Valley. For the purpose of the 2004 RTIP conformity analysis the new boundaries should be used.

The five air districts and the areas they administer are as follows:

i. South Coast Air Quality Management District (SCAQMD):

The SCAB, the Riverside County portion of the SSAB (Coachella Valley), and the Riverside County portion of the MDAB (excluding Palo Verde Valley).

ii. Ventura County Air Pollution Control District (VCAPCD).

Ventura County portion of the SCCAB:

- iii. Mojave Desert Air Quality Management District (MDAQMD):
Portions of the MDAB situated in San Bernardino County and eastern Riverside County. The Riverside County portion is known as the Palo Verde Valley Area.
- iv. Antelope Valley Air Quality Management District (Antelope AQMD):
Los Angeles County portion of the MDAB.
- v. Imperial County Air Pollution Control District (ICAPCD):
Imperial County portion of the SSAB.

2. Applicable State Implementation Plans

All SIPs/Air Quality Management Plans (AQMPs) are being revised and the 2003 SIPs will replace the current applicable SIPs.

This part will be revisited upon submittal of the 2003 SIPs/AQMPs to EPA by ARB.

E. Regional Project Funding Priorities

- 1. Projects to be programmed in the RTIP shall be consistent with the RTP and its milestones.
- 2. In the South Coast Air Basin, Transportation Control Measure projects are identified in the 2003 Ozone SIP as enforceable commitments. When TCM projects are identified in the first two years of the RTIP, they must be funded and implemented. Failure to implement a TCM project *in the first two years* may result in the federal agencies not issuing conformity findings for the 2004 RTIP.

F. Policy Guidelines

- 1. The RTIP is the primary means of implementing the RTP.
- 2. To ensure consistency with the RTP, staff will compare RTIP projects with the first 5 and 10-year implementation schedules of the RTP for timeliness and modeling consistency.
- 3. In accordance with Policy #1 of the RTP, transportation investments in the RTIP shall be based on SCAG's Regional Performance Indicators.
- 4. Implementation of TCM projects is required for conformity findings in SCAB and VC/SCCAB. TCM projects must be programmed prior to programming other capacity increasing projects.
- 5. In accordance with TEA-21, all regionally significant capacity enhancing projects and transportation control measures must be adequately described in the County TIP to determine project consistency with the most recently adopted RTP. The RTIP projects must show consistency with the project's design concept, and timely implementation as reflected in the adopted RTP.
- 6. Regionally significant projects are those listed in the 2004 RTP.

7. The CTCs and IVAG, Caltrans District Offices and SCAG need to confer to review any regionally significant proposal for consistency with the adopted RTP prior to programming and forwarding Interregional Improvement Program projects to the California Transportation Commission and to Caltrans Headquarters.

G. SCAG's Programming Principles for Federal STP and CMAQ Funded Projects

SCAG has a current set of principles to guide the development of programming priority for Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. The principles were reviewed through the AB 1246 process and adopted by SCAG's Regional Council. They should be used in the development of each county's STP and CMAQ programs.

1. Programming of STP and CMAQ funds shall be the primary responsibility of the respective county transportation commission or IVAG, consistent with federal and state law, the RTP, and in conformance with applicable SIPs.
2. Implementation of Transportation Control Measures (TCMs) in the applicable SIPs shall be a high priority for allocation of STP and CMAQ funds.

Cities and Counties are eligible to utilize the STP and CMAQ funds for transportation demand management / transportation control measures and will be so advised by the appropriate county transportation commission or IVAG.

3. CTCs are responsible for documenting timely implementation of the TCMs for which they are project sponsors.
4. A local Surface Transportation Program shall be developed and administered within each County consistent with state implementing legislation. Local STP projects will be prioritized in each County by the county transportation commissions and IVAG consistent with the Transportation Equity Act for the 21st Century, which requires multimodal flexibility.

All Local STP programming decisions must be based on a discretionary process; formula apportionments are no longer acceptable. (Note: According to 23 CFR 450.324 (k)(1), "Procedures or agreements that distribute suballocated Surface Transportation Program or Section 9 funds to individual jurisdictions or modes within the metropolitan area by pre-determined percentages or formulas are inconsistent with the legislative provisions that require MPOs in cooperation with the State and transit operators to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the planning process." Project selection, therefore, must be by the use of objective criteria other than population alone, i.e., there must be some correlation between selection and measurable need).

5. County TIPs shall be submitted to SCAG and are incorporated into SCAG's Regional TIP. The Regional TIP will be adopted by SCAG's Regional Council following the appropriate interagency consultation, public review and comments period, and following its presentation to, review and comments by the Regional Transportation Agencies' Coalition (RTAC). SCAG's adoption will include the associated conformity findings. If SCAG is unable to resolve identified conflicts, SCAG will adopt the components of the program which are possible to adopt and refer back to the respective county for reconciliation of those projects

which present conformity conflicts. In the event the respective county transportation commission or IVAG is unable to reconcile the conflict in a timely manner, recommendations will be made by RTAC.

Note: In non-attainment areas, any amendment to the RTIP, with the exception of exempt projects and traffic signal synchronization projects, requires a full conformity analysis.

SCAG staff will have no recourse but to remove from consideration any project for which full and accurate information is missing or not submitted in a timely manner. A county should wait for the next RTIP adoption cycle to delete any non-exempt projects.

**Adoption Schedule for the
FY2004 Regional Transportation Improvement Program**
(Consistency with the 2004 Regional Transportation Plan)

July 2003	Draft of 2004 RTIP Guidelines
September 2003	Final 2004 RTIP Guidelines
December 19, 2003	<p>DEADLINE – PROJECT SUBMITTAL TO SCAG All projects input into Regional Database. Projects must be consistent with the 2004 RTP</p> <p>Projects to be submitted in amendment format for all of the following project types:</p> <ol style="list-style-type: none"> 1. New Projects (<i>state where projects rec'd board approval and/or CTC approval etc.</i>) 2. Deleted projects (provide reason) 3. Changes to modeled projects. 4. Completed projects <p>Database locked down Financial Plans Due including Financial Certification Resolution Timely Implementation Report Due</p>
January 2 – March 3, 2004	<p>SCAG staff working with Caltrans and County Commissions will analyze project submittals.</p> <ul style="list-style-type: none"> • Analyze projects for consistency with 2004 RTP • Analyze projects for conformity • Financial Constraint • Programmatic Analysis
February 2004	Proposed County RIP due to SCAG
March/April 2004	2004 ITIP and RTIPs due to the California Transportation Commission
TBD	STIP Adoption currently under discussion by CTC
March 4 – April 26, 2004	Modeling and analytical work including timely implementation activities.
April 2004	SCAG scheduled to adopt 2004 Regional Transportation Plan (RTP)
April 30, 2004	Modeling Report due to RTIP Section
April 30 – May 31, 2004	Final draft write up & Management Review Period

May/June, 2004	Presentation of 2004 RTIP to RTAC to fulfill AB1246 requirement
June 3, 2004	2004 RTIP sent out for reproduction
June 18, 2004	30-Day Public Review period starts
Mid June – Mid July, 2004	Public Hearings
July 1, 2004	Transportation and Communications Committee Goods Movement Advisory Committee
August 5, 2004	Transportation and Communications Committee Regional Council scheduled to adopt RTIP
August 11, 2004	Report transmitted to Caltrans, FHWA, FTA, EPA

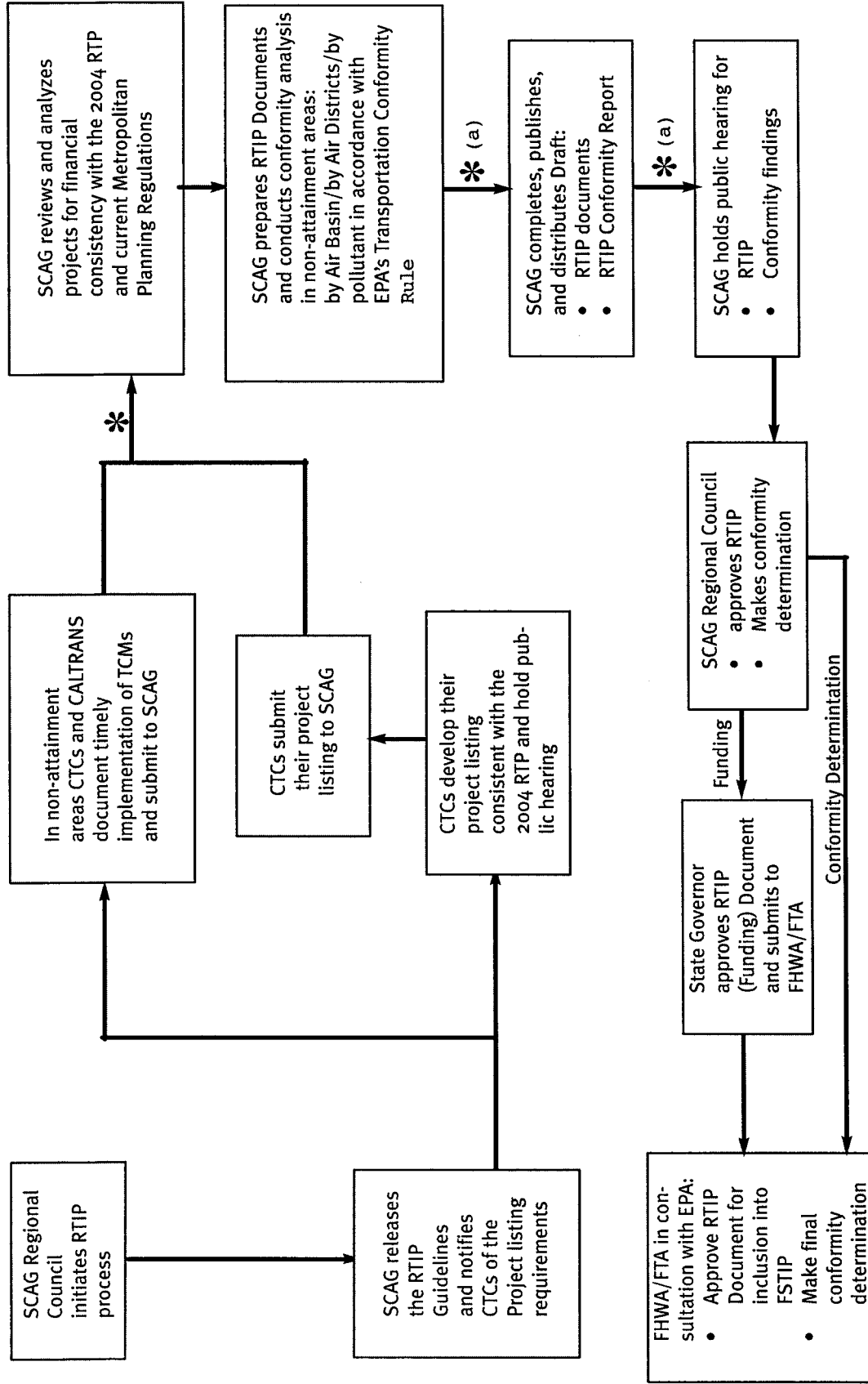
2004 State Transportation Improvement Program

For the 2004 STIP cycle, the process begins with the release of the Fund Estimate in October 2003 (normally by law the Fund Estimate is due by July of each odd-numbered year. Due to the state budget crisis, however, the process has been delayed a few months.) To allow the County STIP proposals to be included in the 2004 RTIP modeling analysis, final or proposed projects are due no later than February 28, 2004

If your county STIP proposal changes after February 28th, SCAG staff may not be able to accommodate projects that require additional modeling analysis.

February 28, 2004	Proposed County STIP due to SCAG
TBD	2004 ITIP and RTIPs due to the California Transportation Commission (CTC) – currently under discussion by the CTC

2004 RTIP Development Process



* Consultation (interagency and public involvement)

(a) Forums, SCAG's Transportation Conformity Working Groups and Modeling Task Force

**RTIP Amendment Schedule
FY2004 Regional Transportation Improvement Program**

Note: Because the time required to analyze amendments varies based on the total number of projects in an amendment, "County Submittal to SCAG" dates listed below may be adjusted to an earlier or later date based on the size of amendment submittals.

Amendment #04-01

September 24, 2004 County Submittal to SCAG
October 15, 2004 IGR Mailing
November 30, 2004 SCAG submits amendment #04-01 to Funding Agencies

Amendment #04-02

December 28, 2004 County Submittal to SCAG
January 15, 2005 IGR Mailing
February 17, 2005 SCAG submits amendment #04-02 to Funding Agencies

Amendment #04-03

March 28, 2005 County Submittal to SCAG
April 15, 2005 IGR Mailing
May 17, 2005 SCAG submits amendment #04-03 to Funding Agencies

Amendment #04-04

June 24, 2005 County Submittal to SCAG
July 15, 2005 IGR Mailing
August 17, 2005 SCAG submits amendment #04-04 to Funding Agencies

Amendment #04-05

September 25, 2005 County Submittal to SCAG
October 15, 2005 IGR Mailing
November 17, 2005 SCAG submits amendment #04-05 to Funding Agencies

FY 2004/05-2009/10**COUNTY TRANSPORTATION IMPROVEMENT PROGRAM****CHECK LIST AND DUE DATES**

- ☐ COUNTY TRANSPORTATION IMPROVEMENT PROGRAMS – ALL CHANGES TO THE SCAG RTIP REGIONAL DATABASE (RTIP DATABASE)
DUE BY DECEMBER 19, 2003.
- ☐ PROJECT SUBMITTAL/COMPONENTS OF RTIP DOCUMENT
APPENDIX – CONGESTION MITIGATION AND AIR QUALITY PROJECTS
DUE BY JANUARY 30, 2004
 - Supplemental documentation containing the entire scope of the project as contained in the project sponsor's application.
- ☐ PROJECT IMPLEMENTATION – STATUS OF PROJECTS IN THE FY 2004 RTIP
DUE BY DECEMBER 19, 2003
 - The electric file provided to each county by SCAG to update the status of projects must be submitted back to SCAG with the county TIP.
- ☐ CONSULTATION (INTERAGENCY AND PUBLIC INVOLVEMENT)
DUE BY DECEMBER 19, 2003.
 - Public Hearings throughout the SCAG region to be scheduled in June and July 2004.
 - County TIP submittals must include documentation detailing the public participation and interagency consultation process. Also, commissions and IVAG need to include copies of public notices, agendas and audio or written transcripts of public meetings held during the development and adoption phases of the transportation improvements program.
- ☐ TIMELY IMPLEMENTATION OF TCMs
DUE DECEMBER 19, 2003
(SCAG will provide a listing of TCMs programmed in the 2002 RTIP to the counties by December 1, 2003)
 - Provide an update on the timely implementation of TCMs.
- ☐ FINANCIAL PLAN AND RESOLUTIONS
DRAFT - DUE BY DECEMBER 19, 2003
FINAL - DUE BY April 23, 2004
- ☐ LUMP SUM PROJECT LISTING, AS CALLED FOR ON PAGE 44
DUE BY DECEMBER 19, 2003
- ☐ TDM AND NON-MOTORIZED REQUIRED YEARLY INVESTMENT
DUE BY DECEMBER 19, 2003
- ☐ MAPS OF NEW MODELED PROJECTS

DUE BY DECEMBER 19, 2003

III. 2004 RTIP PROJECT LISTING DEVELOPMENT

A. Funding-Related Programming Requirements

1. General

TEA-21 requires that a TIP be developed which includes all projects funded under Title 23 of the U.S. Code and under Federal Transit law. The TIP must be consistent with funding reasonably expected to be available during the relevant period. Since TEA-21 is scheduled to expire September 30, 2003 and future apportionment figures will not be known until a new federal Act or authorizing legislation is approved, CMAQ and STP Local Program estimated apportionments for the first three years of the 2004 RTIP (04/05, 05/06, 06/07) will be based on the actual 2002/03 apportionment figures until the new or better estimates are available.

FFY 2002-2003 CMAQ, RSTP & RTEA Apportionments

	CMAQ 2002/03	Regional STP 2002/03	Regional TEA 2003/03
Imperial	\$0	\$1,255,616	\$526,219
Los Angeles	\$108,438,970	\$83,738,483	\$9,963,568
Orange	\$32,569,265	\$25,072,217	\$3,008,647
Riverside	\$18,477,176	\$13,632,525	\$2,154,921
San Bernardino	\$19,920,543	\$15,062,022	\$2,802,221
Ventura	\$6,715,379	\$6,630,227	\$985,115
Total	\$186,121,332	\$145,391,090	\$19,440,691

Each county and IVAG must also document that they have the resources under their control to completely fund the first three years of its federally-funded program as required by federal law, and that they have the funding to implement projects in years four through six. Each County and IVAG must also certify that projects that are under their programming responsibility (STP, CMAQ, FTA, etc.) are in priority order as required by federal law. Unless otherwise specified, this means all projects in the first year for each specific program are first priority for funding, projects in the second year are second priority, and those in year three have third priority.

For STIP projects, the assumption of this guidance is that projects currently in the first three years of SCAG' RTIP which are in the approved STIP will be constructed unless the applicable county takes a formal action to remove them from the program. It is not necessary for the county to "prove" funding is available. They must only certify that the projects in the first three years of the STIP remain the highest priority for the County.

The commissions and IVAG must also show they have the local funding capacity to cover the costs of matching as programmed.

2. Congestion Mitigation and Air Quality Program

Since these Guidelines assume continuation of the CMAQ program as approved in TEA-21, the section below will be modified if there is a change to the CMAQ program.

All federal requirements regarding transportation project and program eligibility for the Congestion Mitigation and Air Quality improvement (CMAQ) program funds are outlined in the guidance titled "Transportation Equity Act for the 21st Century; Final Guidance for the Congestion Mitigation and Air Quality Improvement Program" effective April 28, 1999. The primary purpose of the CMAQ program is to fund projects and program in air quality non-attainment and maintenance areas (ozone and carbon monoxide) that reduce transportation-related emissions. CMAQ funds, however, are not intended to be the only source of funds to reduce congestion and improve air quality. Other federal funds such as Surface Transportation Program (STP) or Federal Transit Administration (FTA) capital funds can be used for this purpose. In the SCAG region, transportation projects and programs located in the South Coast Air Basin (SCAB), the Ventura County portion of the South Central Coast Air basin (SCCAB), the Los Angeles and San Bernardino county portions of the Mojave Desert Air Basin (MDAB), and the Riverside County portion of the Salton Sea Air Basin (SSAB) meet the CMAQ requirements and are eligible for CMAQ funds.

County transportation commissions and IVAG should ensure that the CMAQ project sponsors in their respective counties have copies of the CMAQ guidance in order to prevent tasks that are not eligible for CMAQ funds from being programmed. In addition, Caltrans should verify that before a project is obligated with CMAQ funds that the task is eligible for funding.

Transportation projects and programs in PM₁₀ (particulate matter less than 10 microns in size) non-attainment areas must meet certain requirements to use the CMAQ funds. See the program guidance for PM₁₀ project-specific CMAQ funding requirements.

Proposals for CMAQ funding should include a precise description of the project, providing information on the project's size, scope and timetable. CMAQ priority should be given to applicable transportation control measures (TCMs). The proposal for funding must be expected to result in tangible reductions in carbon monoxide and ozone emissions.

3. Requests for Federal Approval of the Environmental Document

Projects to be submitted to FHWA/FTA for approval of the environmental phase must be programmed in the RTIP even if the design phase is funded with 100% local dollars.

B. Conformity & Modeling Considerations / Exempt Projects

1. Regionally Significant Projects

EPA conformity regulations require that the impacts of "Regionally Significant" projects be considered in the regional emissions analyses for regional transportation plans and TIPs regardless of funding sources. EPA's use of the term "Regionally Significant" is intended to limit emissions analyses to those projects that would have significant impacts on regional travel, emissions and air quality. EPA defines the terms as follows:

“Regionally Significant means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.”

For the purpose of regional transportation modeling and regional emissions analysis in the SCAG region, the above definition is outlined below and **any transportation facility project meeting one of the following criteria is considered regionally significant:**

- a. **Freeways**
- b. **State Highways**
- c. **Principle Arterial** (Eight-lane divided roadway)
- d. **Major Arterial** (county defined)
- e. **Routes** that provide access to major activity centers such as amusement parks, regional shopping centers, military bases, airports and ports
- f. **Goods Movement Routes** including both truck routes and rail lines (including rural agricultural routes that provide goods to the regions)
- g. **Intermodal transfer facilities** such as transit centers, rail stations, airports, and ports
- h. **Fixed transit routes** such as light and heavy rail, commuter rail, and express bus routes

Each county is required to identify regionally significant projects by entering the appropriate Program Code for each project in the SCAG database. To better identify projects of Regional Significance and Goods Movement projects, please utilize the new Regional Significance (“X”) and Goods Movement (“Y”) program codes listed starting on page 32 (also included in the back of these guidelines as part of the complete list of Program Codes). These new program codes should not be confused with the Regionally Significant codes developed for the 2002 RTIP Guidelines which have been reclassified to identify projects with identical work scopes that are not of regional significance. For example, a capacity enhancing grade crossing project should be coded as “CAN61” instead of “CAY61” if the project is not a “goods movement” project. If the grade separation project will improve access to and from a port, the project should be coded as “CAY61” to identify it as a goods movement project.

The new “X” and “Y” program codes will assist SCAG staff in identifying projects that require modeling. Modeled projects will be pulled from the SCAG Regional RTIP database based on the new regionally significant program codes. It is imperative that the Program Code field is accurate to ensure that projects are modeled. Specific project information is required for modeling purposes. The required information for input for each type of regionally significant project is found on the far right column of the Regionally Significant Program Code table below. Counties enter this project information into RTIP database as part of the project description. (Information on modeling/analysis requirements for non-regionally significant projects and the Program Codes are outlined below).

REGIONALLY SIGNIFICANT & GOODS MOVEMENT PROGRAM CODES

(Use “X” codes for Regionally Significant projects and
“Y” codes for Goods Movement Projects)

Program Code Descriptions	Codes	Modeling Information
New Connections/Cross Traffic Improvements <i>(Interchanges, ramps or other connections that provide new or improved access to the State Highway System. These projects serve new development and increase local demand)</i>		Project descriptions for new facilities must include: <ul style="list-style-type: none"> number of existing and proposed lanes in each direction number of ramps number of lanes in each ramp. project length (beginning and end points) type of connection
<ul style="list-style-type: none"> New Connections/Cross Traffic Improvements <i>(Non-Regionally Significant code)</i> 	CAX66 CAY66 CAN66	For new or widened under and overcross projects, also include: <ul style="list-style-type: none"> street limits (beginning and end points)
<ul style="list-style-type: none"> New Connections w/non-motorized or TCM scope <i>(Non-Regionally Significant code)</i> 	CAXT5 CAYT5 CANT5	For projects with HOV facilities, also include: <ul style="list-style-type: none"> number of HOV lanes in each direction occupancy threshold
<ul style="list-style-type: none"> New Bridge <i>(Non-Regionally Significant code)</i> 	CAX65 CAY65 CAN65	For projects with non-motorized or TCM aspects, also describe: <ul style="list-style-type: none"> type of non-motorized or TCM portion of the overall project
<ul style="list-style-type: none"> New Bridge with non-motorized or TCM scope <i>(Non-Regionally Significant code)</i> 	CAXT4 CAYT4 CANT4	
<ul style="list-style-type: none"> New Interchange <i>(Non-Regionally Significant code)</i> 	CAX70 CAY70 CAN70	Use the comment field if necessary
<ul style="list-style-type: none"> New Interchange with non-motorized or TCM scope <i>(Non-Regionally Significant code)</i> 	CAXT7 CAYT7 CANT7	
<ul style="list-style-type: none"> New Interchange with Ramp Meters and/or HOV Bypass <i>(Non-Regionally Significant code)</i> 	CAX71 CAY71 CAN71	
<ul style="list-style-type: none"> New Overcross or Undercross <i>(Non-Regionally Significant code)</i> 	CAX72 CAY72 CAN72	
<ul style="list-style-type: none"> New Overcross/Undercross w/ non-motorized/TCM scope <i>(Non-Regionally Significant code)</i> 	CAXT8 CAYT8 CANT8	
<ul style="list-style-type: none"> Overcross/Undercross Improv. (Lane Addition) <i>(Non-Regionally Significant code)</i> 	CAX75 CAY75 CAR75	
<ul style="list-style-type: none"> Overcross/Undercross Improv. (Lane add) w/ non-motorized/TCM scope <i>(Non-Regionally Significant code)</i> 	CAXT0 CAYT0 CART0	

New Highway <i>(Highways that serve new areas and assist in the appropriate regional development of the State or projects on new alignment that supplement or replace existing facilities to a higher type (i.e., freeway or expressway))</i>		Project descriptions for New Highways must include: <ul style="list-style-type: none"> number of mixed flow lanes in each direction number of HOV lanes in each direction (and occupancy threshold) interchange locations
<ul style="list-style-type: none"> New Highway with HOV Lanes <i>(Non-Regionally Significant code)</i> 	CAX68 CAY68 CAN68	For toll facilities, also include: <ul style="list-style-type: none"> toll rates booth locations average delay at the booths
<ul style="list-style-type: none"> New Highway with no HOV Lanes <i>(Non-Regionally Significant code)</i> 	CAX67 CAY67 CAN67	
<ul style="list-style-type: none"> New Highway with non-motorized or TCM scope <i>(Non-Regionally Significant code)</i> 	CAXT6 CAYT6 CANT6	
<ul style="list-style-type: none"> New Toll Bridge Facilities <i>(Non-Regionally Significant code)</i> 	CAX73 CAY73 CAN73	
<ul style="list-style-type: none"> New Toll Bridge Facilities w/ non-motorized/TCM scope <i>(Non-Regionally Significant code)</i> 	CAXT9 CAYT9 CANT9	
Lane Additions and Capacity Enhancements <i>(Improvements that include adding through lanes to existing facilities, thereby accommodating increasing volumes of through traffic. New through lanes added to accommodate growth are part of this subtask but auxiliary lanes of certain added lanes that are often provided interdependently with ramp controls to improve the quality of flow on existing roadways are operational improvements.)</i>		Project descriptions for improvements with Lane Additions must include: <ul style="list-style-type: none"> number of existing lanes in each direction number of proposed lanes in each direction project length (beginning and end points). change in the type of facility (e.g., mixed flow changes to a HOV or a secondary to a primary)
<ul style="list-style-type: none"> New HOV Lanes <i>(These projects provide for construction of exclusive busways, transitways & HOV facilities. Generally, involves widening or re-striping for HOV lanes)</i> <i>(Non-Regionally Significant code)</i> 	CAX69 CAY69 CAN69	
<ul style="list-style-type: none"> Hwy/Road Improv/Lane Addition with HOV Lanes <i>(Non-Regionally Significant code)</i> 	CAX62 CAY62 CAR62	
<ul style="list-style-type: none"> Hwy/Road Improv/Lane Addition with no HOV Lanes <i>(Non-Regionally Significant code)</i> 	CAX63 CAY63 CAR63	
<ul style="list-style-type: none"> Hwy/Road Improv/Lane Addition with non-motorized or TCM scope <i>(Non-Regionally Significant code)</i> 	CAXT3 CAYT3 CART3	
Southern California Association of Governments		000068

▪ Overcross/Undercross Improvements (Lane Addition) (Non-Regionally Significant code)	CAX75 CAY75 CAR75	
▪ Overcross/Undercross Improv. (Lane Add) w non-Motorized/ TCM scope (Non-Regionally Significant code)	CAXT8 CAYT8 CANT8	
▪ Grade Separation – Capacity Enhancing (Non-Regionally Significant code)	CAX61 CAY61 CAN61	
▪ Adding a lane through a Bottleneck (Non-Regionally Significant code)	CAX76 CAY76 CAN76	Project descriptions require the number of existing and proposed lanes in each direction, and limits of the added lane.
▪ Restriping for Mixed Flow Lanes (Non-Regionally Significant code)	CAX59 CAY59 CAR59	Project descriptions require the number of existing and proposed lanes in each direction, and limits of the added lane.

In addition to the above regionally significant projects, counties should identify other regionally significant projects not covered in the above list such as projects associated with goods movement routes, intermodal transfer facilities and major fixed transit routes.

Although not considered to be Regionally Significant, SCAG will also model the type of projects listed below to provide accurate VMT estimates utilized in the regional emissions analysis. This information is to be submitted to the SCAG modeling section with the same deadline as the submittals for the RTIP cycle.

- (a) Major Arterial (Six-lane divided roadway)
- (b) Bus Routes (Express and local)

SCAG's Modeling Task Force and Transportation Conformity Working Group function as the responsible forums for interagency consultation to discuss which minor arterials and other projects, in addition to EPA's definition of regionally significant projects shall be considered as regionally significant.

2. Mapping of Regionally Significant Projects

This section will be modified based on work from the SCAG GIS Section tentatively scheduled for completion in September 2003.

3. Baseline Scenario Definition for the 2004 RTIP

All carryover projects will be reviewed by SCAG to determine whether they should be included in the baseline scenario or action scenario for the regional emissions analyses. Projects that should be in the baseline scenario include:

- Projects currently under construction
- Projects undergoing right-of-way acquisition (except for hardship acquisition and protective buying),
- Projects which come from the first year of the previously conforming TIP, or

- Projects that have completed the Environmental process by June 30, 2003.

SCAG staff will provide county commissions and IVAG with a printout of 2004 “baseline” projects for their review. Counties will be asked to remove any projects that are not expected to receive funding in the next three years as projects in the first three years of the RTIP must be financially “constrained” as demonstrated in each commission’s 2004 RTIP Financial Plan (see page 55 for discussion of the financial plan).

4. Information Required for Non-Regionally Significant Projects

The table below lists the type of information required for specific type of projects for inclusion in the regional model.

Program Code Descriptions	Codes	Modeling Information
Upgraded Facilities – No Lane Additions <i>(These projects involve upgrading standards of width, alignment, grade or other geometric considerations. Improvements do not include adding new lanes)</i>		<ul style="list-style-type: none"> ▪ Project descriptions should be detailed, and include “No Lane Additions” in the description. ▪ Also indicate whether upgrading from a lower to a higher facility and/or changes in facility type (e.g., a secondary road becomes a primary road, etc.).
▪ Upgraded Facilities – no new travel lanes	NCR91	
▪ Upgraded Facilities – no new lanes w/ non-motorized/TCM scope	NCRT2	
▪ Overcross/Undercross Improv – no lane add	NCR87	
▪ Overcross/Undercross Improv – no lane add w/ non-motorized/TCM scope	NCRT0	
▪ Bridge Restoration/Replacement – no lane additions	NCR36	
▪ Bridge Restoration/Replacement – no lane additions w/ non-motorized/TCM scope	NCRT1	
▪ Interchange – Modify/Replace – no new lanes	NCRH3	
Interchange – Modify/Replace – no new lanes w/ non-motorized/TCM scope	NCRT3	
Operational Improvements		Project-types listed below require a detailed project description including the specific type of work and location.
<ul style="list-style-type: none"> ▪ Non-Capacity Enhancements, including Intelligent Transportation Systems (ITS)/ Traffic System Management (TSM)-type projects <i>(Projects that improve the quality of traffic flow along existing roads by reducing congestion. Traffic volumes at the time of project construction must be such that congestion exists or will exist within a few years)</i> 		

- Ramp Metering Systems and Bypass Lanes (note: only for projects with significant modifications in configuration and or alignment)	ITS09	Provide: <ul style="list-style-type: none"> average wait time number of lanes AM & PM peak traffic volumes midday and night period
- <u>Modify Ramps and Interchanges</u> <ul style="list-style-type: none"> Modify/Replace Interchange Modify/replace Interchange with Non-motorized/TCM Scope Modify Ramps 	NCRH3 NCRT3 NCR88	Not needed for modeling purposes, but for general information provide: <ul style="list-style-type: none"> specific project description number of lanes HOV connections
▪ Ridesharing Facilities		For Construction of Park & Ride lot project descriptions provide:
- Park & Ride Lot – New	TDN64	<ul style="list-style-type: none"> cross streets number of parking spaces describe additional amenities indicate any bus and/or rail connections
- Park & Ride Lot – modify/Upgrade	TDR64	
▪ Mass Transit <i>(Including inter-modal transportation centers/Multi-modal passenger stations; commuter, intercity and urban rail including right-of-way acquisition, easements, capital improvements, acquisition of rolling stock, and design, construction and rehabilitation of exclusive busways).</i> See page 69 for a complete listing of Program Codes for mass transit and rail projects		Mass transit rail expansion projects require, as appropriate, provide: <ul style="list-style-type: none"> number of headways station locations route station-to-station (time or max speed, accel-decel time, dwell time) fares For bus route expansions provide: <ul style="list-style-type: none"> number of buses frequency/headways number of bus stops fares For non-capacity expansions, such as replacement or rehabilitation of vehicles, provide: <ul style="list-style-type: none"> detailed description number of buses For all bus and rolling stock purchase, be sure to select the correct program code with respect to fuel-type and expansion vs. replacement vs. rehabilitation.

Non-federal / Non-regionally Significant Projects – 100% Locally Funded

A non-federal project is a highway or transit project that requires no federal funding or approval, but is funded by an agency that routinely receives funds from FHWA or the Federal Transit Administration (FTA). Caltrans, County Transportation Commission (CTC), city, county, or public transit agencies are examples of such agencies. **Starting with the 2004 RTIP, projects that are 100% locally funded should only be included in the RTIP if projects meets at least one of the following criteria:**

- 1) Regionally Significant or Goods Movement project
- 2) Capacity Enhancing project
- 3) Funding for a future phase will be federal
- 4) Environmental document requires federal approval
- 5) Project will help meet TDM / Non-Motorized investment targets

All other non-federal and non-regionally significant projects should not be included in the RTIP. Limiting the number of locally-funded projects in the RTIP will significantly reduce the amount of staff time for everyone involved in inputting, reviewing and maintaining projects in the database.

Non-federal / Regionally Significant Projects – 100% Locally Funded

As noted above, 100% locally-funded projects that are regionally significant and/or require modeling **must be** included in the RTIP per federal rules. In the event of a conformity lapse, regionally significant non-federal projects must be “approved” by the non-federal entity (project lead agency) prior to funds lapsing in order to proceed with the project during the lapse. The project lead agency “approves” a project by taking one of the following actions listed below:

- **Policy board action or resolution**
- **Administrative permit**
- **Execution of a contract**
- **Providing grants, loans or similar financial support (documented)**

5. Projects Exempt from Conformity Analysis

Notwithstanding the other requirements under EPA 40 CFR Parts 51 and 93, highway and transit projects of the types listed in the Table below titled “Projects Federally Exempt From Conformity Analysis” are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A project may not be exempt if the MPO in consultation with other agencies, the EPA, FHWA (in case of a highway project) or the FTA (in case of a transit project) concur that the project has a potentially adverse emissions impact for any reason (see §93.105(c)(1)(III)). States and MPO’s must ensure exempt projects do not interfere with TCM Implementation.

<u>Mass Transit</u>	<u>Safety (cont.)</u>
<ul style="list-style-type: none"> ▪ Operating Assistance to transit agencies ▪ Purchase of support vehicles ▪ Rehabilitation of transit vehicles ¹ ▪ Purchase office, shop & operating equipment for existing facilities ▪ Purchase of operating equipment for vehicles (e.g., radios, fare boxes, lifts) ▪ Construction or renovation of power, signal and communications systems ▪ Construction of small passenger shelters and information kiosks 	<ul style="list-style-type: none"> ▪ Railroad/highway crossing warning devices ▪ Guardrails, median barriers, crash cushions ▪ Pavement resurfacing and/or rehabilitation ▪ Pavement marking demonstration ▪ Emergency relief (23 USC 125) ▪ Fencing ▪ Skid treatments ▪ Safety roadside rest areas ▪ Adding medians ▪ Truck climbing lanes outside the urbanized area ▪ Lighting improvements

<ul style="list-style-type: none"> Reconstruction/renovation of transit buildings and structures (e.g., rail or bus buildings, storage & maintenance facilities, stations, terminals & ancillary structures) Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771 <p><u>Air Quality</u></p> <ul style="list-style-type: none"> Continuation of ride-sharing and van-pooling promotion activities at current levels Bicycle and pedestrian facilities <p><u>Safety</u></p> <ul style="list-style-type: none"> Railroad/highway crossing Hazard elimination program Safer non-Federal-aid system roads Shoulder Improvements Increasing Sight distance Safety improvement program Traffic control devices and operating assistance other than signalization projects 	<ul style="list-style-type: none"> Widening narrow pavements or reconstructing bridges (no additional travel lanes) Emergency Truck Pullovers <p><u>Other</u></p> <ul style="list-style-type: none"> Specific activities which do not involve or lead to construction, such as: <ul style="list-style-type: none"> Planning and technical studies Grants for training and research programs Planning activities conducted pursuant to title 23 and 49 U.S.C. Federal-aid systems revisions Engineering to assess social, economic and environment effects of the proposed action or alternatives to that action Noise Attenuation (sound walls) Emergency or hardship advance land acquisitions (23 CFR 712.204(d)) Acquisition of scenic easements Plantings, landscaping, etc. Sign removal Directional and information signs Trans. Enhancement Activities (except rehabilitation & operation of historic transportation buildings, structures or facilities) (list continues on next page) Repair of damage caused by natural disaster, civil unrest, or terrorist acts, except projects involving substantial functional, location, or capacity changes
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¹ In PM₁₀ non-attainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

Projects Federally Exempt from Conformity Analysis

The projects listed in the table below titled "Exempt Projects Requiring Hot-Spot Analysis Consideration" are also exempt from regional emissions analysis requirements. However, the local effects of these projects with respect to CO and PM₁₀ concentrations must be considered to determine if a hot-spot analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in the table below is not exempt from regional emissions analysis if the MPO in consultation with other agencies, the EPA, and the FHWA (in case of a highway project) or the FTA (in case of a transit project) concur it has a potential regional impact for any reason.

Exempt Projects Requiring Hot-Spot Analysis

- Intersection channelization projects – NCRH1
- Intersection signalization projects at individual intersections – NCRH2
- Interchange reconfiguration projects (Interchange Modifications/Replacement) – NCRH3
- Changes in vertical and horizontal alignment (Curve Correction/improve Alignment) – NCRH4
- Truck size and weight inspection stations – NCRH5
- Bus terminals and transfer points (Passenger Stations/ Facilities) – New:TRNH6; Upgrade:TRRH6

C. Entering Projects into the SCAG Regional RTIP Database

The 2004 RTIP database will be available per federal approval of the 2004 RTIP (federal approval is anticipated to occur by October 2004).

1. Project Descriptions

The first step is to review the proposed projects for funding and program eligibility, and for consistency with the 2004 RTP. If a project is not consistent with the 2004 RTP or RSTIS requirements will not be programmed in the RTIP except for preliminary engineering funds (see page 17 for information on RSTIS)..

It is essential that complete information be submitted on each project, and that each county transportation commission and IVAG input their county TIP into the SCAG Regional RTIP database with the required information. Each county transportation commission and IVAG is responsible for proofing its entire program regardless of funding source to ensure that the database reflects accurate and complete data.

Caltrans has been working with regional agencies to develop criteria for uniform project descriptions. SCAG recommends that county commission and IVAG follow the format provided by Caltrans below when developing project descriptions. Descriptions should be as detailed as space allows.

Standard Project Location/Description

Select the correct Project type below to model a description. The description should be brief but sufficiently comprehensive to stand alone without additional explanation.

Roadway - Capital Improvements (State Highways/Local Roads)

Description Formula: [(Location:) + (Limits) + (;) + (Improvement)]	
Location:	<p>The nearest city or significant town illustrated on popular state highway maps. If the project is located more than 5 miles away from the city or town then prefix the city name with "East, West, North, or South of".</p> <ul style="list-style-type: none"> • <i>In Bakersfield:</i> • <i>South of Bakersfield:</i>
Limits:	<p>Project limits can be stated as from one road or street to another. Other boundary landmarks, such as rivers, creeks, State Parks, freeway overcrossings, can be used in-lieu of streets or roads.</p> <ul style="list-style-type: none"> • <i>On Main St. between 1st Street and Pine Boulevard</i> • <i>North of Avenal Creek to South of Route 33</i>

Improvement:	<ul style="list-style-type: none"> • <i>At Rock Creek Bridge</i> Describes the work to be done. Include significant components of the improvement (in particular those that relate to conformity). <ul style="list-style-type: none"> • <i>Rehabilitate roadway.</i> • <i>Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes.</i> • <i>Construct left turn lane.</i>
Example: In Bakersfield: Between 1 st Street and Pine Boulevard; rehabilitate roadway.	

Transit - Capital Improvements

Description Formula: [(Location:) + (Limits) + (;) + (Improvement/Activity)]	
Location:	For work at spot locations for large (statewide) transit agencies: <ul style="list-style-type: none"> • Nearest city or significant town illustrated on popular state highway maps, If the project is located more than 5 miles away from the city or town then prefix the city name with "East, West, North, or South of". • <i>In Bakersfield:</i> • <i>North of Bakersfield</i> • Otherwise: Skip this step
Limits:	For work at spot locations (all agencies): Name of station, description of facility, name the rail corridor for the project etc. <ul style="list-style-type: none"> • <i>Lafayette BART Station</i> • <i>The Daly City Yard, adjacent to the Colma Station</i> • <i>San Joaquin Corridor</i> • Otherwise: Skip this step
Improvement/ Activity:	Describes the work to be done. Include significant components of the improvement (in particular those that relate to conformity). <ul style="list-style-type: none"> • <i>Construct station.</i> • <i>Construct a Child Care Facility</i> • <i>Track and signal improvements</i> Projects that apply to entire transit agency jurisdiction – describe activity <ul style="list-style-type: none"> • <i>Purchase of 59 buses - 12 MCI's and 47 Standard 40 ft buses (note if expansion or replacement)</i> • <i>Paratransit van leasing</i> • <i>Operating assistance for Sacramento Regional Transit</i>
Examples: North of Bakersfield, San Joaquin Corridor – Track and signal improvements. Lafayette BART Station, construct a Child Care Facility. Operating Assistance for Sacramento Regional Transit.	

2. Common Problems with Project Submittals

Some common problems found by SCAG staff when analyzing project submittals include:

- Incomplete descriptions where it is difficult to tell what is being proposed for funding.
- Duplicate projects: Projects that overlap the same area.
- Conflict in the number of lanes and completion years on adjoining projects.
- Unidentified number and direction of existing lanes.
- Unidentified total number of proposed lanes after the project is completed.
- Lack of programming a required local match.
- Lack of dates and type of environmental document for the project

- Similar type projects on or involving the same street/highway are not identified for modeling or as regionally significant.

3. Program/Project Codes

A Program Code is selected which best represents the project to be programmed in the RTIP. As described in previous sections of these RTIP guidelines, Program Codes are utilized to identify projects that require modeling and other analysis.

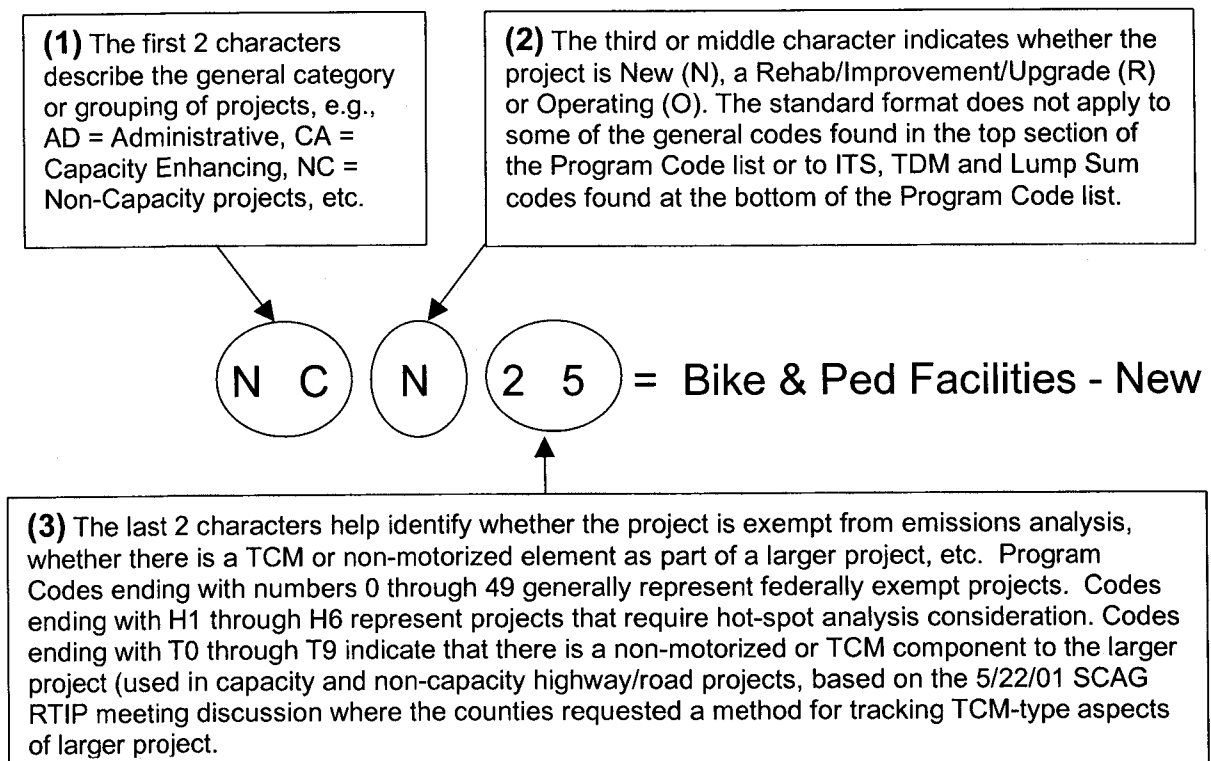
The Program Codes were developed to categorize projects and to help identify key aspects such as whether the project is:

- capacity or non-capacity enhancing,
- new or rehabilitation/modification, operating
- federally-exempt from emission analysis or may require hot-spot analysis
- ITS / TDM / SHOPP / Lump Sum

The exceptions to the standard format are primarily general program codes that apply across modes.

The full list of Program Codes is provided in Section 5 of these Guidelines under the title "RTIP Database Codes".

The standard Program Code format is illustrated below:



Standard Program Code Format Legend

First 2 Characters	Third (middle) Character	Last 2 Characters (4 th & 5 th)
AD = Admin/Admin Facilities AR = Art BU = Bus transit item CA = Capacity Enhancing CH = Child Care CO = Commuter Rail item FE = Ferry Service item FU = Fueling related IT = ITS project LR = Light Rail item LU = Conformity exempt Lump Sum categories NC = Non-Capacity Enhancing PA = Paratransit item PL = Planning RA = Rail item SE = Security project SH = SHOPP Lump Sum TD = Trans. Demand Mgmt VE = Vehicles TR = Transit project that applies across modes	N = New R = Rehabilitation, Improvement or Upgrade O = Operating or Operating Assistance <i>Note: the standard middle character format does not apply to some of the general codes found in the first section of the Program Codes list or to ITS, TDM and Lump Sum codes found at the bottom of the Program Code list.</i>	0 through 49 = federally exempt projects as listed on page 35 of these guidelines (if project is not exempt, such as "add truck lane in urbanized areas", then indicate in the comment section of RTIP database). H1 through H6 = these six projects are the ones listed on page 36 of these guidelines that require hot-spot analysis consideration. T0 through T9 = these larger Hwy/Road projects contain non-motorized or TCM aspects.

4. Environmental Documentation

This section has been added to the RTIP to provide guidance for entering the best available environmental information in RTIP database for each project.

Two items are required for each project to be entered into RTIP database: the environmental document adoption date (or anticipated adoption date), and the type of environmental document adopted (or anticipated to be adopted) for the project (i.e. Categorically Exempt (CE), Negative Declaration (ND), Finding of No Significant Impact (FONSI), Environmental Impact Report (FEIR/FEIS)). A complete list of document types is available in Section V of these Guidelines titled "RTIP database Codes."

If the new or amended project has an adopted environmental document, enter the adopted document type and approval date in RTIP database. If the project does not have an adopted environmental document, enter the anticipated environmental document and scheduled adoption date in RTIP database.

For environmental documents requiring federal approval, use the date when the federal government approves the document (the signature date, not Record of Decision date). For all other projects (including CE's except as noted below for transit projects) use the date when Caltrans approves the environmental document.

There is one exception to the requirement of entering the date of the environmental document: transit CE projects do not require a date if projects are: not CMAQ funded, not a TCM, not a transit facility or a New Start rail line. A list of CE type projects is also summarized on Page 37 of these Guidelines. In general, the following project types are considered CE's and normally do not require any further NEPA approvals:

- a. Activities which do not involve or lead directly to construction, such as planning and technical studies; grants for training and research programs; research activities as defined in 23 U.S.C. 307; approval of a unified work program and any findings required in the planning process pursuant to 23 U.S.C. 134; approval of statewide programs under 23 CFR part 630; approval of project concepts under 23 CFR part 476; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and Federal-aid system revisions which establish classes of highways on the Federal-aid highway system.
- b. Approval of utility installations along or across a transportation facility.
- c. Construction of bicycle and pedestrian lanes, paths, and facilities.
- d. Activities included in the State's highway safety plan under 23 U.S.C. 402.
- e. Transfer of Federal lands pursuant to 23 U.S.C. 317 when the subsequent action is not an FHWA action.
- f. The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.
- g. Landscaping.
- h. Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.
- i. Emergency repairs under 23 U.S.C. 125.
- j. Acquisition of scenic easements.
- k. Determination of payback under 23 CFR part 480 for property previously acquired with Federal-aid participation.
- l. Improvements to existing rest areas and truck weigh stations.
- m. Ridesharing activities.
- n. Bus and rail car rehabilitation.
- o. Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.
- p. Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.

q. The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.

r. Track and railbed maintenance and improvements when carried out within the existing right-of-way.

s. Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.

t. Promulgation of rules, regulations, and directives.

u. Additional actions which meet the criteria for a CE in the CEQA regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after FHWA/FTA approval. The applicant shall submit documentation which demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result. Examples of such actions include but are not limited to:

1. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
2. Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
3. Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
4. Transportation corridor fringe parking facilities.
5. Construction of new truck weigh stations or rest areas.
6. Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
7. Approvals for changes in access control.
8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.

10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.

11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.

12. Acquisition of land for hardship or protective purposes; advance land acquisition loans under section 3(b) of the UMT Act. 3 Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed. Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others. Protective acquisition is done to prevent imminent development of a parcel which is needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.

There are various ways of obtaining the requested environmental information. Below is some guidance to assist the user to locate the information:

STIP-funded Projects: For STIP projects, the Project Study Report which is required at the time of programming provides information on the anticipated environmental document and dates. Some Caltrans districts provide this information for Caltrans projects directly to county commissions and some commissions track project milestone dates in-house on an on-going basis, especially for locally-administered STIP projects. Another source for information is the project sponsor's project manager.

Local Projects (excluding federally funded transit projects): Locally-sponsored project information is best obtained through the project sponsor's project manager.

Transit Projects: Transit project information can be obtained through either the project sponsor's project manager or the agency which files the transit grant application for the funds (if not the same agency).

For all projects, the environmental date must be equal to or earlier than the programmed years for R/W and Construction phase activities. For federally-funded projects, work on final design, R/W and Construction phases cannot begin until the environmental process has been completed.

If the environmental document completion date indicates that construction will begin 3 or more years beyond the date of the environmental document, please make a note in the comment field in RTIP database that re-evaluation will take place or that re-evaluation is not required and state reasons.

5. Change Reason Codes

All active projects in the approved 2002 RTIP will be carried over into the 2004 RTIP database, with a change reason code of "2002 Carryover Project". If a change is made to the carryover project, it will be necessary to update the change reason code accordingly. Change Reason codes will be modified based on discussions with Commission staff. If more than one Change Reason code applies to the project, the following Change Reason codes have priority over all other codes:

- #1: Description and Scope Changes
- #2: Schedule Advances or Delays
- #3: Cost Increases or decreases
- #4: Environmental Document and/or Date Changes

6. Element Codes

Element Codes have been completely revised because the data previously being collected on federal/state project types was not very useful. The new codes (a total of six) help identify the project phase when the project is programmed or amended in the RTIP. County Commissions and IVAG are not required to update project Element Codes to reflect on-going progress, except for projects that are being amended in which case the Element Code should be updated.

7. Lump Sum Procedures

Table 2 of Section 93.134 of the Environmental Protection Agency's Transportation Conformity Rule specifies the categories of projects exempt from a conformity determination. These projects are listed in these guidelines on page 36 in the table titled "Projects Federally Exempt from Conformity Analysis." These exempt projects may proceed even in the absence of a conforming transportation plan and TIP.

The Statewide Planning; Metropolitan Planning regulations states:

"Projects proposed for FHWA and/or FTA funding that are not considered by the State and MPO to be of appropriate scale for individual identification in a given program year may be grouped by function, geographical area, and work type using applicable classifications under TEA-21. In nonattainment and maintenance areas, classifications must be consistent with the exempt project classifications contained in the U.S. EPA Transportation Conformity Rule."

Procedures for a lump sum program in the SCAG region were developed to expedite the processing of categorically exempt transportation projects.

The following project types/categories **cannot** be included in a lump sum:

- Mass transit projects
- Bus terminals and transfer points
- Emergency or hardship advance land acquisition (CFR 712 or 23 CFR 771)
- Rehabilitation and operation of historic transportation buildings, structures or facilities (under TEA Category #7)
- CMAQ-funded projects
- Transportation Control Measures (TCMs) in the South Coast Air Basin.

FHWA and FTA require that project lists be readily available that account for all funds listed in the Lump Sum line items. Starting with the 2004 RTIP, lump sum lists will be included in the RTIP Technical Appendix section. Lump Sum lists are, therefore, mandatory and need to be submitted with the Lump Sum project or project amendment. Lump Sum projects submitted without a complete project list shall not be accepted by SCAG for inclusion in the RTIP or RTIP Amendment until a complete list is submitted.

The lump sum project listing must include the following information:

- Name or describe the location and/or identify the segment being funded (i.e., for sound wall lump sum projects, list the route, route direction, and wall endpoints for each sub-project; for rehabilitation projects, list the lead agency)
- List the amounts for each project phase (Eng, R/W, construction) and show a subtotal for each line item.
- Show a total by phase that equal the amounts programmed for PE, R/W and Construction in the RTIP sheet.
- Provide a grand total that matches the Total Project Cost amount shown in the Lump Sum project RTIP sheet.

Lump Sum project lists that do not provide the above listed information will be considered incomplete.

In programming projects utilizing Lump Sum categories, each county transportation commission and IVAG must ensure each individual project funded in their jurisdiction meets the following criteria:

- The entire scope of the project corresponds to a specific federally exempt project as listed on page 37 of these guidelines.
- Programming of exempt projects does not interfere with TCM Implementation.

Furthermore, the total amount of funds obligated against a lump sum category cannot exceed the amount programmed in the RTIP. The commissions and IVAG may amend their lump sum projects to increase the programming level on or before the total amount of a lump sum project has been obligated.

Each county transportation commission and IVAG will submit to SCAG, on a quarterly basis through the RTIP amendment process, a list detailing the status of projects obligated through the lump sum. If there is no change to the list from one quarter to the next, the CTCs and IVAG are required to report that no change has occurred to the Lump Sum project list. The list should be sent electronically, preferably in an Excel spreadsheet.

Caltrans must ensure the projects they approve under a lump sum category are projects meeting the descriptions located in 93.126 Table 2, and/or 93.127 Table 3 and 93.128 Traffic Signal Synchronization, of the conformity regulations.

In the event Caltrans does not agree with a project sponsor that a project submitted to them is exempt from a conformity determination, Caltrans will convene a meeting with SCAG and other federal agencies (FHWA and/or FTA, EPA) to resolve the issue. Lump Sum categories for Caltrans SHOPP projects are listed in the table below. They are based on the four Caltrans SHOPP categories.

LUMP SUM CATEGORIES - SHOPP Projects

Category	Program Code
Operations	SHP01
Roadside Rehabilitation	SHP02
Roadway Rehabilitation	SHP03
Safety	SHP04

For HBRR-funded projects, SCAG maintains a region-wide HBRR Lump Sum line item. Caltrans HQ provides each MPO region with a programming amount and project listing annually, which is the basis for the lump sum. Information provided by Caltrans shall be shared with the counties. All HBRR-funded projects in the SCAG region will be included in the SCAG Lump Sum, and any amendment to HBRR-funded projects should be done through the SCAG Lump Sum line item.

FTA Section 5310 Lump Sum Projects

FTA Section 5310 Projects may be programmed in a Lump Sum if they have been approved for funding by Caltrans and FTA, except for TCMs in the South Coast Air Basin which must be programmed individually in the RTIP. Proof that projects have been funded should be included with the RTIP Submittal.

8. Transportation Control Measures (TCMs)

NOTE: Additional modifications will be made to the write-up below for TCMs in the SCAB region. These changes will be provided in the near future.

Transportation Control Measure (TCM) projects are intended to improve congestion and reduce emissions. Once a TCM project is listed in an RTIP, the implementation status must be reported on in subsequent RTIPs until the project has been completed. The purpose of this reporting is to track the timely implementation of the first two years of TCMs to prove that any project for which emission reduction credits were taken has either been implemented or is being implemented. A TCM project cannot be deleted unless a sufficient replacement project is programmed that will result in at least the same amount of reduced emissions.

Enforceable Commitment

In the SCAB area, the enforceable commitments should fulfill the following two aspects:

- 1) *reporting on timely implementation of TCMs (first two year of the RTIP)*
- 2) *Maintaining the attainment demonstration of the Ozone SIP in the SCAB for the year 2010 and all milestone years.*

The enforceable commitment for TCM measures is to fund and implement the first two years of the six-year RTIP. Non-TCM projects cannot be advanced unless it is demonstrated in the RTIP that all TCM projects are funded. Once TCM projects are listed within the first two years of an RTIP, they must be updated with the adoption of each subsequent RTIP and are committed to be implemented in a timely fashion until they are considered operational or complete.

Also, the TCM projects which are part of the attainment demonstration for the 2003 Ozone SIP for the year 2010, therefore, the TCMs in the years beyond the first two years of the RTIP, should be fully funded and on schedule.

Criteria

1. Air Basins

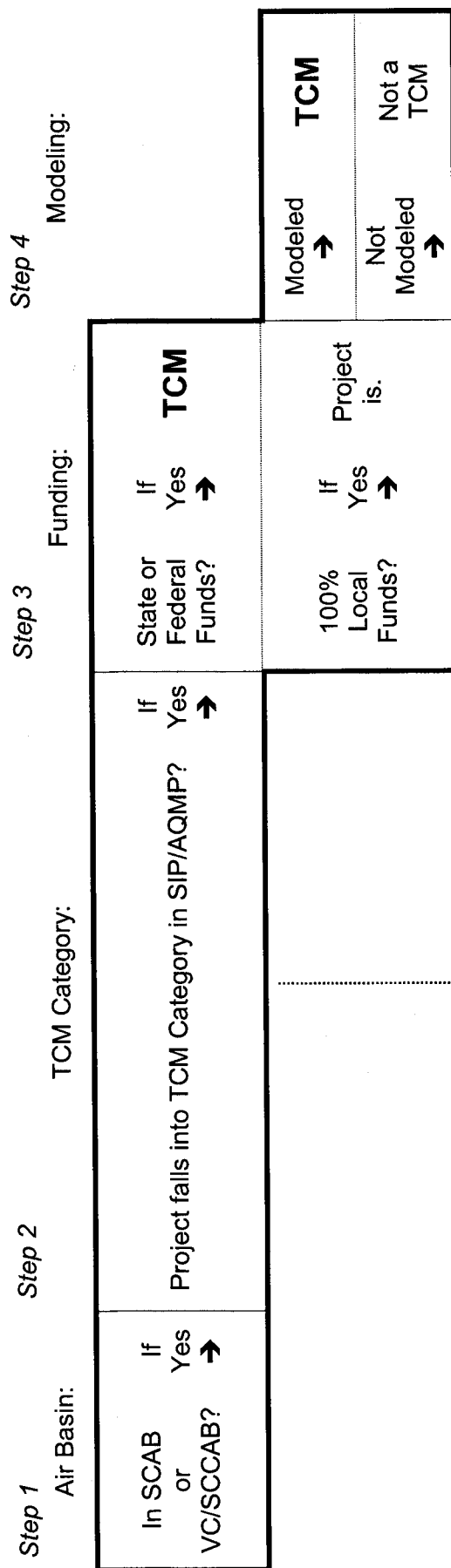
TCMs are applicable only in the South Coast Air Basin (SCAB) and the Ventura County portion of the South Central Coast Air Basin (VC/SCCAB). TCM project categories for these two air basins are identified in the applicable State Implementation Plan (SIP)/Air Quality Management Plan (AQMP).

2. Funding

Transportation projects and programs that fall into TCM categories and are funded by state and/or federal funds are TCMs. Projects exclusively implemented by local funds are not considered TCMs, unless they have been modeled.

3. Modeled Projects

State and/or federally funded projects that fall into TCM categories are always TCMs, regardless of whether or not they have been modeled. Projects that are exclusively locally funded and not modeled are not TCMs. TCM category projects that are completely locally funded are only defined as TCMs when they are projects that have been modeled.

Steps to Determine a TCM Project:**SCAB: 1997 Ozone SIP/AQMP (as amended in 1999)**

1. HOV Improvements
2. Transit/System Management
3. Information Services

SCCAB: 1994 Ozone SIP/AQMP

1. Clean Fuel Buses/Facilities
2. Improved Public Transit
3. Bicycle & Pedestrian Facilities
4. Traffic Flow Improvements

See applicable SIP/AQMP information for details

000105

TCM Categories

South Coast Air Basin (SCAB)

The following three categories of TCM strategies for the SCAB (i.e., TCM-1) are identified in 1997 Ozone SIP/AQMP (as amended in 1999) (will be replaced by the 2003 TCM categories similar to the current TCMs):

1. High Occupancy Vehicle (HOV) Improvements

- HOV Projects
- Related pricing alternatives
- Park and ride lots / inter-modal facilities

2. Transit/System Management

- Bus, rail and shuttle transit improvements.
- Bicycle and pedestrian facilities.
- Urban Freeway System Management improvements.

NOT a TCM unless transit is specifically called out as part of a "smart"/ITS Corridor

- Smart Corridors System Management programs.

NOT a TCM unless transit is specifically called out as part of a "smart"/ITSCorridor –

- Railroad consolidation programs such as the Alameda Corridor.
- Congestion Management Plan-based demand management strategies.
- County/corridor-wide vanpool programs.
- Telecommunication facilities/satellite work centers.
- Seed money for transportation management associations.
- TDM demonstration programs/projects eligible for programming in the RTIP.

3. Information Services

Providing individuals who travel to and from employment sites and other activity centers with information on the use of alternate travel modes is an innovative way of reducing vehicle emissions when combined with facility improvements, service enhancements, product development, extensive education, marketing, and promotion. Information services efforts to improve congestion and reduce vehicle emissions include:

- Promoting multi-modal strategies to maximize all options available to commuters.
- Targeting peak period trips for reduction.
- Marketing and promoting the use of HOV lanes to the general public.
- Marketing and promoting rail lines to the general public.
- Educating the public regarding park and ride lots.
- Market and promote vanpool formation and incentive programs promoting ridematching through the Internet and other means of making alternative travel option information more accessible to the general public.

Ventura County portion of the South Central Coast Air Basin (VC/SCCAB)

TCM strategies for the VC/SCCAB are listed in the 1994 Ozone SIP/AQMP as follows (will be revisited upon the 2003 Ozone SIP and its associated TCMs completion:

1. Clean Fuel Bus Fleets and Support Facilities
2. Improved Public Transit
3. Bicycle & Pedestrian Facilities
4. Traffic Flow Improvements

Entering TCM Projects into the SCAG Regional RTIP Database

The county transportation commissions need to accurately enter the program code associated with TCMs for each project in RTIP database. The RTIP Guidelines provides a listing of these codes.

Additional TCM/RTIP Listing Notes (pertains only to SCAB):

- Transit expansions to add service or vehicles are TCMs.
- Transit projects using funds for operating expenses are **not** TCMs.
- Transit bus replacement projects are **not** TCMs
- Safety and maintenance projects are **not** TCMs.
- Transit alternative fuel replacement projects are **not** TCMs.
- Transit replacement and maintenance projects should be listed separately in the RTIP, not in conjunction with the purchase of new additional transit buses.
- In the SCAB, any transit project is either a TCM project or an Exempt project.
- Projects may be eligible for CMAQ funding, but not be TCMs (e.g., replacement of an old bus with an alternative fuel bus).

SOUTH COAST AIR BASIN TCM-01 PROJECTS (subject to refinement upon the approval of the 2003 TCMs)

Project Description	Program Codes
1. High Occupancy Vehicle Improvements <i>HOV projects, and their pricing alternatives; and park and ride lots and inter-modal facilities</i>	
▪ New Interchange with Ramp Meters and/or HOV Bypass	CAN71
▪ New Highway with HOV Lanes	CAN68
▪ New HOV Lanes	CAN69
▪ Hwy/Road Improvements/Lane Addition with HOV Lanes	CAR62
▪ Park & Ride Lots – New	TDN64
▪ Park & Ride Lots – Modification/Upgrades	TDR64

▪ Passenger Stations/Inter-modal Facilities – New	TRNH6
▪ Passenger Stations/Inter-modal Facilities – Rehab/Improve	TRRH6
2. Transit/System Management <i>Bus, rail and shuttle transit improvements; bicycle and pedestrian facilities; Urban Freeway System Management improvements; Smart Corridors System Management programs; railroad consolidation programs such as the Alameda Corridor; Congestion Management Plan-based demand management strategies; county/corridor-wide vanpool programs; telecommunication facilities/satellite work centers; seed money for transportation management associations; and TDM demonstration programs/projects eligible for programming in the RTIP.</i>	
▪ Ridesharing (Ride-matching)	TDM20
▪ TDM Programs (Non Ride-matching)	TDM24
▪ Bicycle & Pedestrian Facilities - New	NCN25
▪ Bicycle & Pedestrian Facilities - Upgrade	NCR25
▪ Bicycle Facility - New	NCN26
▪ Bicycle Facility - Upgrade	NCR26
▪ Passenger Benches & Small Shelters – New & Upgrade	NCR10
▪ Passenger Loading Areas – New & Upgrade	NCR28
▪ Pedestrian Facilities - New	NCN27
▪ Pedestrian Facilities - Upgrade	NCR27
▪ Passenger Stations/Facilities - New	TRNH6
▪ Passenger Stations/Facilities - Rehabilitation/Improvements	TRRH6
▪ Track Extension	TRN92
▪ Track Structures – New	TRN14
▪ Buses - Expansion (Alternative Fuel)	BUN94
▪ Buses - Expansion (Gas/Diesel)	BUN93
▪ Commuter Rail Cars and/or Locomotives - Exp. Alt. Fuel	CON94
▪ Commuter Rail Cars and/or Locomotives - Expansion Gas/Diesel	CON93
▪ Light Rail Cars and/or Locomotives - Expansion Alternative Fuel	LRN94
▪ Light Rail Cars and/or Locomotives - Expansion Gas/Diesel	LRN93
▪ Light Rail Extension	LRN92
▪ Paratransit Vehicles - Expansion Alternative Fuel	PAN94
▪ Paratransit Vehicles - Expansion Gas/Diesel	PAN93
▪ Rail Cars and/or Locomotives - Expansion Alternative Fuel	RAN94
▪ Rail Cars and/or Locomotives - Expansion Gas/Diesel	RAN93
▪ Rail Extension	RAN92
3. Information Services <i>Promoting multi-modal strategies to maximize all options available to commuters; targeting peak period trips for reduction; marketing and promoting the use of HOV lanes to the general public; marketing and promoting rail lines to the general public; educating the public regarding cost, locations, accessibility and services available at park and ride lots; promote and market vanpool formation and incentive programs; promoting ride-matching through the Internet and other means of making alternative travel option information more accessible to the general public</i>	
▪ TDM Programs (Non Ride-matching)	TDM24

NOTE: Please make SCAG staff aware of any TCMs that are programmed with Program Codes other than those listed above.	
--	--

Reminder: When entering project information for transit vehicles (buses, paratransit vans, etc), it is important that the following two criteria are met. The first is a detailed description of the type of vehicle to be purchased (size/type), quantity and fuel type for the vehicle. The second is selecting the correct Program Code for the project.

Example Project Description: Purchase 20 Expansion Paratransit Vehicles, Diesel. Program Code: PAN93

9. RTIP Database Screen & Instructions

The format of the RTIP database screens are illustrated in Figures 1 and 2 on the following pages. Fields requiring input are highlighted. In addition, the fields requiring input are also listed below each figure and a brief description of the information needed and/or the location of the codes to input in certain fields is provided.

Figure 1 – Screen 1

PROJECT FILE: Screen (Modified)

Project File Last Updated: _____ User ID: **rosemary**

Project ID: _____ County: _____ Name: _____

Change Reason: _____ Completion Date: ____/____/____ MPD: SCAG Dist: _____ Agency #: _____ Route: _____

Source: 98FTIP Version: 0 Element: _____ System: _____ PM: _____ Beg: _____ End: _____

Description

Reg Sig: _____ Map Link: _____ Program Code: _____ Amend No.: _____

TCMs: _____ Model #: _____ Env. Doc.: _____ Env. Doc. Date: ____/____/____

	1995/1996	1996/1997	1997/1998	1998/1999	1999/2000	2000
# 0 of 0 XSM						
Category						
Code						
# 0 of 0 XSM						
Category						
Code						

Add Del Undo << >> Total Proj. Cost: \$0

Start typing or press F2 to edit. Press DEL to delete. Amounts are in thousands.

Screen Field Item (Only Required Fields)	Instructions (Screen 1)
Project ID	Enter the RTIP project number.
County	Select the county name from the drop menu where the project is located.
Name	Select Lead Agency name from the drop menu; the "Agency #" field will appear automatically.
Change Reason	Select the reason for the change (or new project) from the drop menu.
Completion Date	Enter the anticipated project completion date in the six-digit format (i.e., 03/09/06).
Dist	Enter the Caltrans District where the project is located.
Route	If the project is on the state highway system, enter the state route number (i.e., 1, 101, etc.).
Source	Enter the Source Document of the project (i.e., 00FTIP).
Element	Select an appropriate element from the drop menu, if applicable.
System	Select the system the project is to be entered into from drop menu (State, Local or Transit).
PM	For highway, road and rail projects, input the beginning and ending post miles, if applicable.
Description	Enter complete project descriptions. Refer to Project Description & Modeling Information sections for additional description requirements.
Program Code	Always select a Program Code from the drop menu. Codes are also listed in the guidelines.
Amend No.	For amendments, enter the amendment number. Enter "0" for a new RTIP project.
Model #	SCAG staff will enter data if applicable. A number signifies the project has been modeled.
Env. Doc.	Select the anticipated/approved environmental document type or MIS information from the drop menu. For projects already in the approved RTIP, verify that the info. remains the same.
Env. Doc. Date	Enter the actual or anticipated date of the environmental document.
Fund	Click the Add button to add a fund. Select the fund type from the drop menu and program the dollar amounts in the appropriate grid section. Repeat steps if more than one fund source.

Figure 2 – Screen 2

PROJECT FILE: Screen (Modified)

Project File Last Updated: User ID:

Project ID Dist Agency # Name

FTIP Back TIP Cycle STIP Priority DOC YEAR Year Added

Air Basin UZA MPO SubReg#

Approval Date
Federal MPO

Sanctions
OZ CO PM-10 ND2

California Transportation Commission

Original Vote Date Budget Year Res #

Augmented Vote Date Budget Year Res #

Amendment/Proj Approval Date CTC Source

Award Amount Date Type

Comments

Save Changes
Discard Changes
Delete Project
Undo/Re Project
Print
Previous
Next

Screen Field Item (Only Required Fields)	Instructions (Screen 2)
Project ID	This field will already be filled in (populated) by the entry in the previous screen.
Dist	This field will already be filled in (populated) by the entry in the previous screen.
Agency #	This field will already be filled in (populated) by the entry in the previous screen.
Name	This field is to be entered by SCAG.
FTIP	This field is to be entered by SCAG.
Back TIP Cycle	This field is to be entered by SCAG.
STIP Priority	This field is to be entered by SCAG.
STIP Cycle	This field is to be entered by SCAG.
Year Added	For new projects, enter the year the project is being added to the RTIP (i.e. 2004).
Comment	Use for additional project description information or historical information.
Air Basin	This field is populated automatically by selecting the appropriate lead agency.
UZA Area	This field is populated automatically by selecting the appropriate lead agency.
MPO Subregion	This field is populated automatically by selecting the appropriate lead agency.
Approval Dates	Both Federal and MPO date fields are entered by SCAG
Sanctions	All sanctions are populated automatically by selecting the appropriate lead agency
Cal. Tran. Comm.	All fields in this section are populated by information received from Caltrans.

IV. SUBMITTALS TO SCAG

There are various submittals that are due to SCAG when submitting county TIPs and amendments to approved RTIPs. These required submittals are described below and must be accompanied with a cover letter listing all the required enclosures/submittals described below. In addition, the submittal must include a detailed description of the changes from the currently approved RTIP in the same manner that the commissions and IVAG have been submitting their RTIP Amendments.

A. Financial Plan

1. Required Resolution – Financial Certification

Under the TEA-21 requirements, SCAG as the MPO for the region, will include a Financial Plan with its adoption of the RTIP which demonstrates the region has the capacity to fund its Program (23 U.S.C. 134(h)(2)(B)). As the basis for finding the SCAG region has the capacity to fund the RTIP, each commission and IVAG must submit a certification to SCAG demonstrating its commitment to implement the projects in its County TIP and identify funding that can reasonably be expected to be available during the six-year period of the RTIP. A sample resolution is attached which may be used for this certification (Attachment A on page 69). Each commission and IVAG must submit the certification with its County TIP submittal.

SCAG's final adoption and approval of the RTIP needs to include each county's financial certification. It is important that draft resolutions be submitted to SCAG no later than December 17, 2003. SCAG will review the findings and include the final regional Financial Plan in its adoption.

2. Financial Plan Documentation

In addition to the financial certification, each county transportation commission and IVAG must document the financial resources from public and private sources that will fund projects in the RTIP. The financial plan must document that the RTIP is fiscally constrained in the first three years, and that funds are reasonably expected to carry out the program in the last three years. Projected funding amounts should not exceed amounts listed in the revenue tables provided in the RTIP Guidelines for each funding source, especially in the first three years.

- a. **Years One through Three:** Local agencies must demonstrate they have the resources to implement projects programmed in the first three years of the RTIP. All funding sources programmed in the RTIP must be listed in the table below. All programmed amounts over projected revenues require justification and pre-approval from SCAG. Once approved by SCAG, a footnote should be entered to account for the approval. If projected revenues differ from amounts listed in the RTIP, please note assumptions & methodologies. For amounts listed under the "Projected" column, indicate how much of the projected revenue (if any) is attributed to carryover funds (to distinguish between old funds vs. new funds).

(Place holder) Carryover projects and corresponding dollar amounts should be listed in the "Carryover Projects Documentation Table." Similarly, project phases that have been obligated but still showing in the RTIP should be listed in the "Projects with Obligated Phases" table to account for added funding capacity if necessary.

FUND TYPE	REVENUE (FIRST 3-YEARS)						Total Projected Funding (1 st 3-yrs)	Total Amount Programmed (1 st 3-Yrs)
	FY04/05		FY05/06		FY06/07			
	Projected	Programmed	Projected	Programmed	Projected	Programmed		
1. CM								
2. I								
3. NH								
4. STP								
5. STPE								
6. STPL								
7. FTA5307								
8. FTA5310								
9. STA								
10. LTF								
11. Etc.								

Notes: If projected revenue differs from amounts listed in the RTIP, please note assumptions & methodologies. For amounts listed under the "Projected" column, indicate how much of the projected revenue (if any) is attributed to carryover funds (to distinguish between old funds vs. new funds). List the carryover projects and corresponding dollar amounts in the "Carryover Projects Documentation Table. Similarly, project phases that have been obligated but still showing in the RTIP should be listed in the "Projects with Obligated Phases" table to account for added funding capacity if necessary.

1. CM:
2. I:
3. NH:
4. STP:
5. STPE:
6. STPL:
7. FTA5307:
8. FTA5310:
9. STA:
10. LTF:

CARRYOVER PROJECTS DOCUMENTATION TABLE

Data base (S, L or T)	Proj #	Project Name	Fund Type	FY	Previously Obligated Amounts (Required)		Carryover Amounts (Required)	
					Phase	\$	Phase	\$
L	012345	Main Street Rehabilitation	RSTP	01/02	Eng	1,500,000		
"	"	"	RSTP	04/05			R/W	300,000
"	"	"	RSTP	05/06			Con	5,000,000
		Sub-total Project 12345						5,300,000
T	222333	Purchase 5 CNG 40' Passenger buses.	CM	04/05			Con	2,000,000
S	555444	Widen SR 999 from 2 to 4 lanes Avenue A to B	STP	02/03	Eng	500,000		
"	"	"	STPL	05/06			Con	3,500,000
Total								10,800,000

Use a separate line for each phase. Leave a blank row between each project entry. Examples listed above.

Projects requiring additional funds should be documented on the following table:

PROJECTS REQUIRING ADDITIONAL FUNDS

Database (S, L or T)	Project #	Unfunded Phases		Unfunded Total
		Phase	Unfunded Amount	
Total				

Use a separate line for each phase

b. Years Four Through Six: The Financial Plan shall also include information of the public and private resources which can reasonably be expected to be available beyond the first three years of the TIP or TIP amendment to fund all of the projects in the adopted six-year Program. All revenue projections should be based on the revenue tables in the RTIP Guidelines.

The table provided on the following page should be utilized to enter information for years four through six of the RTIP (FY07/08, 08/09, 09/10). The table is similar to the table for inputting information for years one through three, except notations to explain variations in funding is optional for years four through six.

FUND TYPE	REVENUE (Years Four through Six)						Total Projected Funding (Yrs 4-6)	Total Amount Programmed (Yrs 4-6)
	FY07/08		FY08/09		FY09/10			
	Projected	Programmed	Projected	Programmed	Projected	Programmed		
1. CM								
2. I								
3. NH								
4. STP								
5. STPE								
6. STPL								
7. FTA5307								
8. FTA5310								
9. STA								
10. LTF								
11. Etc.								
Notes: (Optional) If projected revenue differs from amounts listed in the RTIP, please note assumptions & methodologies. For amounts listed under the "Projected" column, indicate how much of the projected revenue (if any) is attributed to carryover funds (to distinguish between old funds vs. new funds). List the carryover projects and corresponding dollar amounts in the "Carryover Projects Documentation Table. Similarly, project phases that have been obligated but still showing in the RTIP should be listed in the "Projects with Obligated Phases" table to account for added funding capacity if necessary.								
1. CM:								
2. I:								

c. **RTIP database Fund Summaries:** Projects must be input into the RTIP database for final County TIPs and TIP amendments. Financial plans submitted by county transportation commission and IVAG must include fund summaries of project costs in the adopted county TIP and TIP amendments by Fund Code and by Year.

d. **Recommendations for Innovative Financing:** Each county and IVAG is requested to submit any recommendation(s), if applicable, for any innovative financing techniques to finance needed projects and programs, including value capture, tolls, and congestion pricing.

3. Capital and Operating Revenue & Expense Budgets for Major Bus and Rail Operators

FY Revenue and Expense Budgets for the first three years of the RTIP must be submitted for major rail and bus operators (including the Southern California Regional Rail Authority) as part of each county transportation commission's and IVAG's financial plan and documentation.

Information should be submitted for the following transit operators:

- **IVAG:**
- **LACMTA:** MTA, Access, Foothill Transit, Long Beach Transit & Santa Monica Transit.
- **OCTA:** OCTA
- **RCTC:** Sunline, RTA
- **SANBAG:** Omnitrans, MARTA & Victor Valley Transit
- **VCTC:** Simi Valley Transit, SCAT & VISTA

A sample revenue and expense table for transit operators is provided below. Projected funding for the Federal Transit Administration Section 5307 program should be consistent with the TEA-21 Guaranteed Funding amounts. If a Revenue and Expense Budget reflects a shortfall, the county transportation commission or IVAG should inform SCAG staff prior to their formal county TIP submittal. In addition, the county TIP is to include documentation explicitly outlining steps that will be taken to address the financial shortfall.

Revenue (List Funds)	FIRST 3-YEARS			Total Revenue (1 st 3-yrs)	Comments
	FY04/05	FY05/06	FY06/07		
Revenue Total					

Expenditures (List Types)	FIRST 3-YEARS			Total Expenditures (1 st 3-yrs)	Comments
	FY04/05	FY05/06	FY06/07		
Operating					
Capital					
Expenditure Total					

4. SCAG Financial Plan Forecast /Revenue Estimate

This section has been revised to include projected revenue estimates from various sources for the six-year RTIP period. The figures come from the latest SCAG Financial Plan forecast for the 2004 RTP for years 2005-2010, and were taken from the high scenario financial plan which does not reflect any impacts from alternative fuels (the long range financial plan accounts for revenue impacts from alternative fuels). SCAG RTP staff worked closely with the counties in developing the revenue projections. The figures should be utilized by the counties as the basis for the projected revenue in their Financial Plans.

If a county does not concur with the SCAG forecasts, the county may submit the methodology used and work with the appropriate SCAG staff to resolve any critical differences. Once both agencies come to an agreement, they will need to submit the agreed upon methodology along with their Financial Plan documentation.

SCAG has incorporated many assumptions made by each CTC in developing the estimates, and utilized several sources to provide a basis for the revenue including documents provided by Transit agencies, historical revenue data collected and reported by local and state agencies, growth forecasts and adopted publications from the California Transportation Commission. ITIP and STIP funding projections are based on the adopted 2002 STIP, SHOPP and STIP county balances. Furthermore, a \$0 listed in the table below does not mean that the county is accepting or expecting zero funding in that funding category, but rather is only an estimate based on program balances, adopted programs and information provided by the counties. The SCAG estimates do not include locally bonded funds. Each county must include all bonding funds in their financial plan documentation.

SCAG FINANCIAL FORECAST FY2004/05 – FY2009/10
 (\$Million, Inflated)

Transportation Development Act (TDA)							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ 3.50	\$ 3.57	\$ 3.64	\$ 3.72	\$ 3.79	\$ 3.87	\$ 22.09
Los Angeles	\$ 297.80	\$ 312.60	\$ 329.10	\$ 346.40	\$ 363.00	\$ 381.70	\$ 2,030.60
Orange	\$ 88.67	\$ 95.74	\$ 103.20	\$ 110.68	\$ 118.28	\$ 126.07	\$ 642.61
Riverside	\$ 54.23	\$ 58.09	\$ 62.11	\$ 66.33	\$ 70.76	\$ 75.47	\$ 386.99
San Bernardino	\$ 59.21	\$ 63.07	\$ 67.18	\$ 71.62	\$ 76.26	\$ 78.46	\$ 415.79
Ventura	\$ 26.75	\$ 27.69	\$ 28.66	\$ 29.66	\$ 30.70	\$ 31.78	\$ 175.24
Total	\$ 530.16	\$ 560.75	\$ 593.89	\$ 628.40	\$ 662.79	\$ 697.34	\$ 3,673.33

Local Sales Tax							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ 7.60	\$ 7.75	\$ 7.91	\$ 8.07	\$ 8.23	\$ 8.40	\$ 47.97
Los Angeles	\$ 1,154.40	\$ 1,210.60	\$ 1,273.20	\$ 1,338.80	\$ 1,402.20	\$ 1,473.10	\$ 7,852.30
Orange	\$ 235.06	\$ 248.41	\$ 261.70	\$ 275.31	\$ 289.36	\$ 304.00	\$ 1,613.83
Riverside	\$ 107.38	\$ 115.02	\$ 122.99	\$ 131.33	\$ 140.11	\$ 149.44	\$ 766.27
San Bernardino	\$ 111.38	\$ 118.63	\$ 126.37	\$ 134.71	\$ 143.45	\$ 110.69	\$ 745.23
Ventura	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 1,615.82	\$1,700.41	\$ 1,792.17	\$ 1,888.22	\$ 1,983.35	\$ 2,045.62	\$ 11,025.60

Farebox							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ 0.37	\$ 0.36	\$ 0.36	\$ 0.36	\$ 0.35	\$ 0.35	\$ 2.15
Los Angeles	\$ 371.88	\$ 381.71	\$ 396.32	\$ 407.71	\$ 424.47	\$ 439.90	\$ 2,421.99
Orange	\$ 59.26	\$ 66.28	\$ 69.62	\$ 72.70	\$ 75.90	\$ 79.83	\$ 423.59
Riverside	\$ 13.00	\$ 13.56	\$ 14.13	\$ 14.72	\$ 15.32	\$ 15.94	\$ 86.66
San Bernardino	\$ 23.30	\$ 26.50	\$ 27.62	\$ 30.02	\$ 30.93	\$ 32.75	\$ 171.13
Ventura	\$ 5.74	\$ 5.99	\$ 6.25	\$ 6.52	\$ 6.80	\$ 7.08	\$ 38.38
Total	\$ 473.54	\$ 494.40	\$ 514.31	\$ 532.02	\$ 553.77	\$ 575.86	\$ 3,143.90

Farebox revenue is derived from fare revenue estimates contained in financial sections of short range transit plans for the major transit agencies including Omnitrans, Riverside Transit Agency, Sunline Transit Agency and South Coast Area Transit, and from the long range financial plans of the MTA (for all LA County operators) and OCTA.

Local Agency							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Los Angeles	\$ 49.19	\$ 55.59	\$ 30.90	\$ 26.50	\$ 30.00	\$ 32.50	\$ 224.67
Orange	\$ 232.40	\$ 242.29	\$ 244.95	\$ 247.65	\$ 250.40	\$ 253.20	\$ 1,470.90
Riverside	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 202.30	\$ 205.28	\$ 419.58
San Bernardino	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ventura	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 284.58	\$ 300.88	\$ 278.85	\$ 277.15	\$ 482.70	\$ 490.98	\$ 2,115.15

Local Agency funds include Orange County Gasoline Tax Fund; Transportation Corridor Agencies toll revenues in Orange County; and local agency contributions to committed projects.

Local Assistance/Demo							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ 0.57	\$ 0.58	\$ 0.59	\$ 0.59	\$ 0.60	\$ 0.61	\$ 3.54
Los Angeles	\$ 51.79	\$ 35.70	\$ 44.69	\$ 33.30	\$ 38.50	\$ 35.70	\$ 239.57
Orange	\$ 153.51	\$ 187.18	\$ 205.52	\$ 230.76	\$ 230.97	\$ 231.19	\$ 1,239.13
Riverside	\$ 8.05	\$ 6.86	\$ 6.95	\$ 7.05	\$ 7.15	\$ 7.25	\$ 43.30
San Bernardino	\$ 19.82	\$ 9.32	\$ 9.45	\$ 9.58	\$ 9.72	\$ 9.85	\$ 67.75
Ventura	\$ 2.35	\$ 2.37	\$ 2.41	\$ 2.44	\$ 2.47	\$ 2.51	\$ 14.56
Total	\$ 236.10	\$ 242.01	\$ 269.51	\$ 283.72	\$ 289.41	\$ 287.10	\$ 1,607.85

Local Assistance funds include programs such as Regional Transportation Enhancements, Highway Bridge Rehabilitation, grade crossings and hazard elimination. Also includes Federal Highway Priority Projects for the region, other federal funds for specific projects (e.g. Alameda Corridor) and MTA clean fuels program.

Miscellaneous Funds							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Los Angeles	\$ 108.56	\$ 74.16	\$ 90.46	\$ 77.36	\$ 84.16	\$ 77.96	\$ 512.66
Orange	\$ 67.31	\$ 66.67	\$ 65.18	\$ 64.46	\$ 57.72	\$ 59.79	\$ 381.13
Riverside	\$ 1.14	\$ 1.14	\$ 1.14	\$ 1.34	\$ 1.34	\$ 1.34	\$ 7.44
San Bernardino	\$ 1.30	\$ 1.30	\$ 1.30	\$ 1.30	\$ 1.30	\$ 1.56	\$ 8.04
Ventura	\$ 0.32	\$ 0.32	\$ 0.32	\$ 0.32	\$ 0.32	\$ 0.32	\$ 1.92
Total	\$ 178.62	\$ 143.59	\$ 158.40	\$ 144.78	\$ 144.83	\$ 140.97	\$ 911.18

Miscellaneous Funds include transit advertisement and auxiliary revenues, lease revenues and interest and investment earnings on cash balances for programs such as Measure sales tax programs.

STIP Regional (RIP)							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ 3.00	\$ 8.64	\$ 8.64	\$ 19.24	\$ 10.60	\$ 10.81	\$ 60.95
Los Angeles	\$ 129.90	\$ 176.40	\$ 346.60	\$ 53.20	\$ 7.60	\$ 225.40	\$ 939.10
Orange	\$ 12.07	\$ 125.37	\$ 92.81	\$ 66.45	\$ 60.80	\$ 61.98	\$ 419.48
Riverside	\$ 24.00	\$ 41.29	\$ 60.69	\$ 73.01	\$ 43.37	\$ 44.25	\$ 286.61
San Bernardino	\$ 7.63	\$ 5.10)	\$ 180.52	\$ 36.13	\$ 56.45	\$ 57.59	\$ 333.21
Ventura	\$ 0.61	\$ 4.45)	\$ 22.96	\$ 8.09	\$ 19.85	\$ 20.26	\$ 67.32
Total	\$ 177.21	\$ 342.16	\$ 712.22	\$ 256.12	\$ 198.67	\$ 420.29	\$ 2,106.66

STIP Inter-Regional (IIP)							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ 42.65	\$ 1.49	\$ -	\$ 6.00	\$ 6.12	\$ 6.25	\$ 62.50
Los Angeles	\$ 11.67	\$ 0.35	\$ 15.57	\$ 34.20	\$ 34.89	\$ 35.60	\$ 132.28
Orange	\$ 0.75	\$ 7.25	\$ 6.60	\$ 16.61	\$ 15.20	\$ 15.49	\$ 61.91
Riverside	\$ -	\$ 13.00	\$ 9.50	\$ 17.88	\$ 18.24	\$ 18.61	\$ 77.24
San Bernardino	\$ 19.62	\$ 41.43	\$ 40.78	\$ 28.13	\$ 28.70	\$ 29.28	\$ 187.92
Ventura	\$ -	\$ -	\$ -	\$ 2.30	\$ 2.35	\$ 2.39	\$ 7.04
Total	\$ 74.69	\$ 63.51	\$ 72.45	\$ 105.12	\$ 105.50	\$ 107.62	\$ 528.89

TCRP							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ 3.46	\$ 3.50	\$ 3.54	\$ 3.59	\$ -	\$ -	\$ 14.10
Los Angeles	\$ 55.10	\$ 56.37	\$ 57.57	\$ 58.90	\$ -	\$ -	\$ 227.93
Orange	\$ 14.53	\$ 14.87	\$ 15.19	\$ 15.54	\$ -	\$ -	\$ 60.12
Riverside	\$ 37.02	\$ 37.22	\$ 31.75	\$ 14.98	\$ -	\$ -	\$ 120.99
San Bernardino	\$ 53.04	\$ 69.90	\$ 45.26	\$ 52.93	\$ -	\$ -	\$ 221.13
Ventura	\$ 8.26	\$ 9.11	\$ 8.46	\$ 4.82	\$ -	\$ -	\$ 30.66
Total	\$ 171.41	\$ 190.98	\$ 161.77	\$ 150.76	\$ -	\$ -	\$ 674.93

TCRP funds are included to inform the Legislature that the funds are still required for air quality purposes and to complete the projects.

Proposition 42							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ -	\$ -	\$ -	\$ -	\$ 11.22	\$ 11.46	\$ 22.68
Los Angeles	\$ -	\$ -	\$ -	\$ -	\$ 236.62	\$ 241.76	\$ 478.38
Orange	\$ -	\$ -	\$ -	\$ -	\$ 66.17	\$ 67.61	\$ 133.78
Riverside	\$ -	\$ -	\$ -	\$ -	\$ 39.56	\$ 40.41	\$ 79.97
San Bernardino	\$ -	\$ -	\$ -	\$ -	\$ 57.48	\$ 58.72	\$ 116.20
Ventura	\$ -	\$ -	\$ -	\$ -	\$ 18.13	\$ 18.52	\$ 36.66
Total	\$ -	\$ -	\$ -	\$ -	\$ 429.17	\$ 438.49	\$ 867.66

STA							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ 0.22	\$ 0.22	\$ 0.22	\$ 0.22	\$ 0.23	\$ 0.23	\$ 1.34
Los Angeles	\$ 29.90	\$ 30.40	\$ 31.00	\$ 31.60	\$ 32.10	\$ 32.70	\$ 187.70
Orange	\$ 6.40	\$ 6.80	\$ 7.10	\$ 7.50	\$ 7.90	\$ 8.30	\$ 44.00
Riverside	\$ 2.36	\$ 1.21	\$ 2.30	\$ 2.32	\$ 2.35	\$ 2.37	\$ 12.91
San Bernardino	\$ 3.17	\$ 3.21	\$ 3.24	\$ 3.27	\$ 3.30	\$ 3.34	\$ 19.52
Ventura	\$ 1.23	\$ 1.25	\$ 1.26	\$ 1.27	\$ 1.28	\$ 1.30	\$ 7.58
Total	\$ 43.28	\$ 43.08	\$ 45.12	\$ 46.19	\$ 47.16	\$ 48.23	\$ 273.06

TP&D/Prop. 116							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Los Angeles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Orange	\$ -	\$ 20.20	\$ 20.20	\$ 20.20	\$ 20.20	\$ 20.20	\$ 101.00
Riverside	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
San Bernardino	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Ventura	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 20.20	\$ 20.20	\$ 20.20	\$ 20.20	\$ 20.20	\$ 101.00

SHOPP							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ 14.00	\$ -	\$ 9.74	\$ 9.58	\$ 9.70	\$ 9.68	\$ 52.69
Los Angeles	\$ 305.00	\$ 124.00	\$ 139.00	\$ 140.00	\$ 140.80	\$ 162.00	\$ 1,010.80
Orange	\$ 59.00	\$ 34.00	\$ 33.37	\$ 34.04	\$ 34.71	\$ 35.38	\$ 230.49
Riverside	\$ 2.00	\$ 22.00	\$ 27.32	\$ 26.89	\$ 27.21	\$ 27.16	\$ 132.58
San Bernardino	\$ 61.00	\$ 67.00	\$ 80.17	\$ 78.90	\$ 79.83	\$ 79.70	\$ 446.60
Ventura	\$ 14.00	\$ -	\$ 14.45	\$ 14.22	\$ 14.39	\$ 14.36	\$ 71.41
Total	\$ 455.00	\$ 247.00	\$ 304.05	\$ 303.63	\$ 306.64	\$ 328.28	\$ 1,944.57

RSTP							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ 1.26	\$ 1.27	\$ 1.29	\$ 1.31	\$ 1.33	\$ 1.35	\$ 7.80
Los Angeles	\$ 98.80	\$ 100.20	\$ 101.60	\$ 103.00	\$ 104.50	\$ 105.90	\$ 614.00
Orange	\$ 29.13	\$ 29.71	\$ 30.30	\$ 30.96	\$ 31.58	\$ 32.21	\$ 183.90
Riverside	\$ 13.45	\$ 13.63	\$ 13.82	\$ 14.02	\$ 14.21	\$ 14.41	\$ 83.55
San Bernardino	\$ 15.19	\$ 15.40	\$ 15.62	\$ 15.84	\$ 16.06	\$ 16.28	\$ 94.39
Ventura	\$ 7.69	\$ 7.79	\$ 7.90	\$ 8.01	\$ 8.12	\$ 8.24	\$ 47.76
Total	\$ 165.50	\$ 168.01	\$ 170.54	\$ 173.14	\$ 175.81	\$ 178.39	\$ 1,031.40

CMAQ							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Los Angeles	\$ 112.80	\$ 100.00	\$ 101.40	\$ 102.80	\$ 104.30	\$ 105.70	\$ 627.00
Orange	\$ 41.10	\$ 41.90	\$ 42.80	\$ 43.66	\$ 44.60	\$ 45.40	\$ 259.46
Riverside	\$ 15.10	\$ 15.32	\$ 15.53	\$ 15.75	\$ 15.97	\$ 16.19	\$ 93.85
San Bernardino	\$ 18.31	\$ 18.57	\$ 18.83	\$ 19.09	\$ 19.36	\$ 19.63	\$ 113.80
Ventura	\$ 6.89	\$ 6.99	\$ 7.09	\$ 7.19	\$ 7.29	\$ 7.39	\$ 42.83
Total	\$ 194.21	\$ 182.77	\$ 185.65	\$ 188.48	\$ 191.51	\$ 194.31	\$ 1,136.94

Sec. 5309							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Los Angeles	\$ 104.40	\$ 104.80	\$ 105.30	\$ 106.40	\$ 106.90	\$ 107.40	\$ 635.20
Orange	\$ 3.86	\$ 3.94	\$ 4.02	\$ 4.10	\$ 4.18	\$ 4.26	\$ 24.36
Riverside	\$ 4.32	\$ 4.38	\$ 4.44	\$ 4.50	\$ 4.57	\$ 4.63	\$ 26.84
San Bernardino	\$ 4.69	\$ 4.76	\$ 4.82	\$ 4.89	\$ 4.96	\$ 5.03	\$ 29.15
Ventura	\$ 1.85	\$ 1.88	\$ 1.90	\$ 1.93	\$ 1.96	\$ 1.98	\$ 11.50
Total	\$ 119.12	\$ 119.76	\$ 120.48	\$ 121.82	\$ 122.57	\$ 123.30	\$ 727.05

"5309" funds are based on Commission projections for New Starts.

Sec. 5307							
	2005	2006	2007	2008	2009	2010	Total
Imperial	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Los Angeles	\$ 180.30	\$ 182.80	\$ 185.40	\$ 188.00	\$ 190.60	\$ 193.30	\$ 1,120.40
Orange	\$ 36.32	\$ 37.05	\$ 37.79	\$ 38.54	\$ 39.32	\$ 40.10	\$ 229.12
Riverside	\$ 16.70	\$ 19.93	\$ 16.93	\$ 17.17	\$ 17.41	\$ 17.65	\$ 105.80
San Bernardino	\$ 17.02	\$ 17.87	\$ 18.77	\$ 19.70	\$ 20.69	\$ 20.98	\$ 115.03
Ventura	\$ 10.27	\$ 10.42	\$ 10.56	\$ 10.71	\$ 10.86	\$ 11.01	\$ 63.84
Total	\$ 260.61	\$ 268.07	\$ 269.45	\$ 274.12	\$ 278.88	\$ 283.04	\$ 1,634.19

Note: Numbers in the above tables may not add due to rounding.

B. Identifying ITS Projects and Components

ITS projects and ITS components of larger projects should be identified when adding or amending RTIP projects. The commissions/IVAG must include the information in the project description. The information will be especially useful when the main project listed is not an ITS project, making it difficult for the commissions/IVAG to track their progress in achieving the ITS goals described in Section I.D.2 of these Guidelines, "Implementation of Transportation Demand Management and Non-Motorized Investments." For projects with ITS components, or if the total amount does not represent the cost of the ITS component, please include the cost of the ITS component in RTIP database in the comment section.

C. Timely Implementation of Transportation Control Measures (TCMs)

Federal Metropolitan Planning regulations at 23 C.F.R. §450.324(d) require in nonattainment and maintenance areas to provide for the "timely" implementation of TCMs consistent with schedules included in the applicable SIP for each air basin/air district.

The county transportation commissions in the South Coast Air Basin (SCAB) and also in the Ventura County portion of the South Central Coast Air Basin (in cooperation with VCAPCD), have the responsibility to provide reporting and documentation of the implementation of all applicable and improved Transportation Control Measures.

1. Timely Implementation Reporting Requirements for County Commissions

The affected counties are required to provide all information on the implementation of Transportation Control Measures implemented by the local jurisdiction in their respective areas, as outlined below by air basin.

a. South Coast Air Basin

Under SIP requirements for the South Coast Air Basin, SCAG shall work with the affected counties to determine the timely implementation of TCMs. The 1997 Ozone SIP (as amended in 1999) is the applicable SIP for the SCAB (it will be replaced with the 2003 Ozone SIP –TCMs).

The first two years of constrained projects in the 2004 RTIP (FYs 2004/05 and 2005/06) will be used as the initial enforceable commitment. The list of constrained projects will "roll forward" and the enforceable commitment will automatically be revised to encompass the first two years of the constrained projects contained in each new RTIP.

SCAG will check the level of implementation of the TCM01 projects in the FY2002/03-2007/08 RTIP (2002 RTIP).

The 2004 RTIP also must demonstrate that the TCM01 projects are being funded in the future years (FYs 2006/07-2009/10).

b. Ventura County Portion of the South Central Coast Air Basin

The 1994 Ozone SIP and its TCM strategies function for reporting on the timely implementation of TCMs in the Ventura County portion of the SCCAB (it will be replaced by the 2003 ozone SIP). The

1994 reporting on implementation efforts of the 1994 SIP should be submitted in the following manner:

To facilitate reporting on timely implementation of TCMs in the SCAB and the Ventura County portion of the SCCAB, SCAG has identified the TCM projects in the 2002 RTIP (project listing volume) under the heading of the Project Category.

Please use the following format in reporting the timely implementation of TCM projects:

- Project ID
- Project Description
- Funding Year
- Implementation Status

Note that there are no TCMs in the SSAB and the MDAB.

D. RTIP Administrative Amendments

SCAG will continue to process amendments that do not jeopardize the region's conformity on a quarterly basis. The amendment schedule will be adjusted during the RTIP development cycle. To ensure a fiscally constrained program, specific revenue sources are to be identified to fund new projects being added in an administrative amendment, or demonstrate that an equal amount of programming has been reduced. The same table showing Revenues vs. Programmed amounts listed earlier in these guidelines should be submitted to demonstrate that the first three years remain constrained.

E. RTIP Amendment Approval Procedures - SCAG Executive Director Authority

The Regional Council grants authority to SCAG's Executive Director to approve and transmit to the state and federal agencies amendments to the most current approved RTIP. These amendments must meet the following criteria:

- changes that do not affect the regional conformity analysis
- changes that do not affect the timely implementation of the Transportation Control Measures
- changes that do not adversely impact financial constraint
- changes that are consistent with the adopted Regional Transportation Plan

All other amendments must be approved by the Regional Council.

ATTACHMENT A
SAMPLE FINANCIAL RESOLUTION

RESOLUTION NO. _____

A RESOLUTION OF THE (COUNTY) TRANSPORTATION COMMISSION WHICH CERTIFIES THAT
(COUNTY) HAS THE RESOURCES TO FUND THE PROJECTS IN THE FY2004/05 – 2009/10
TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT
ALL PROJECTS IN THE PROGRAM

WHEREAS, (County) Transportation Commission is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Federal Transportation Equity Act for the 21st Century (TEA-21) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the TEA-21 also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the (County) Transportation Commission is the agency responsible for short-range capital and service planning and programming for the (County) area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the (County) Transportation Commission is responsible for the development of the (County) Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the (County) Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the (County) Transportation Commission has adopted the FY 2004/05-2009/10 (County) Transportation Improvement Program for fiscal years 2004/05, 2005/06 and 2006/07 for funding purposes, and has adopted the Program for fiscal years 2007/08 through 2009/10 for programming purposes and to allow environmental work on approved projects to proceed.

NOW, THEREFORE, BE IT RESOLVED by the (County) Transportation Commission that it affirms its continuing commitment to the projects in the FY 2004/05-2009/10 (County) Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the FY 2004/05-2009/10 (County Transportation Improvement Program Financial Plan identifies the resources that are reasonably expected to be available to carry out the program and certifies that:

1. The Regional Improvement Program projects in the FY2004/05-2009/10 (County) TIP are in the proposed 2004 State Transportation Improvement Program that is scheduled to be approved by the California Transportation Commission in April 2004; and

2. All of the projects in the (County) TIP have complete funding identified in the Program except the (project _____) which will require additional funding in the 2006 STIP cycle. This project is in the County's number one priority for 2006 STIP funds. The (County) 2006 STIP Regional Improvement Program, as identified in the Financial Plan, will include sufficient funds to complete the project. Therefore, as required by the TEA-21, the Commission finds that full funding can reasonably be anticipated to be available for the (project) within the time period contemplated for completion of the project.
3. (County) has the funding capacity in its county Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all of the projects in the FY 2004/05-2009/10 (county) TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the RTIP.
5. All the Federal Transit Administration funded projects are programmed within TEA-21 Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this _____ day of _____, (2003)

V. RTIP DATABASE CODES

This new section has been added to the 2004 RTIP to provide a listing of all codes required when entering projects in RTIP database for greater convenience to programming staff. The only codes provided in the 2002 RTIP Guidelines were the Program Codes under Section IV. The Program Codes in the 2004 RTIP Guidelines have been moved to this new section along with the addition of the rest of the required RTIP database codes.

1. Program Codes

The entire list of Program Codes is presented below. The Codes are listed based on the Program Code Type (i.e., first two characters). Following the Program Code list is a "Guide to Program Code Selection" flow chart to assist in the selection of Program Codes. The flow chart was designed for staff new to the RTIP programming process.

Program Codes

General Codes that Apply Across All Modes

AD Administration/ Administrative Facilities

ADM83	Administration
ADN55	Administrative Office(s)/Facility - New
ADR55	Administrative Office(s)/Facility - Rehab/Improvements

Misc.

CHI50	Child Care Facility
FUL51	Fueling Stations
FUL52	Fueling Stations - Alternative Fuel
PLN40	Planning
ART48	Public Art Projects
SEC53	Security
SEC54	Security Equipment/Facilities

VE Vehicles

VER03	Vehicles - Administrative/Maintenance/Service/Security - (Alternative Fuel) - Upgrade/Rehabilitate
VER02	Vehicles - Administrative/Maintenance/Service/Security - (Gas/Diesel) - Upgrade/Rehabilitate
VEN03	Vehicles - Administrative/Maintenance/Service/Security - (Alternative Fuel) - New
VEN02	Vehicles - Administrative/Maintenance/Service/Security - (Gas/Diesel) - New

Capacity Enhancing Improvements

CA

CAN76	Adding a Lane Through a Bottleneck: NON-REGIONALLY SIGNIFICANT
CAX76	Adding a Lane Through a Bottleneck: REGIONALLY SIGNIFICANT
CAY76	Adding a Lane Through a Bottleneck: GOODS MOVEMENT
CAR60	Bridge Restoration & Replacement - Lane Addition(s): NON-REGIONALLY SIGNIFICANT
CAX60	Bridge Restoration & Replacement - Lane Addition(s): REGIONALLY SIGNIFICANT
CAY60	Bridge Restoration & Replacement - Lane Addition(s): GOODS MOVEMENT
CART1	Bridge Restoration/Replacement (Lane Additions) with Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT

CAXT1	Bridge Restoration/Replacement (Lane Additions) with Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT1	Bridge Restoration/Replacement (Lane Additions) with Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CAN61	Grade Separation - Capacity Enhancing: NON-REGIONALLY SIGNIFICANT
CAX61	Grade Separation - Capacity Enhancing: REGIONALLY SIGNIFICANT
CAY61	Grade Separation - Capacity Enhancing: GOODS MOVEMENT
CAR62	Highway/Road Improvements-Lane Additions with HOV lane(s): NON-REGIONALLY SIGNIFICANT
CAX62	Highway/Road Improvements-Lane Additions with HOV lane(s): REGIONALLY SIGNIFICANT
CAY62	Highway/Road Improvements-Lane Additions with HOV lane(s): GOODS MOVEMENT
CAR63	Highway/Road Improvements-Lane Additions with no HOV lanes: NON-REGIONALLY SIG.
CAX63	Highway/Road Improvements-Lane Additions with no HOV lanes: REGIONALLY SIGNIFICANT
CAY63	Highway/Road Improvements-Lane Additions with no HOV lanes: GOODS MOVEMENT
CART2	Highway/Road Improvements-Lane Additions with Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT
CAXT2	Highway/Road Improvements-Lane Additions with Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT2	Highway/Road Improvements-Lane Additions with Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CART3	Interchange - Modify/Replace/Reconfigure - Lane Addition(s) with Non-motorized and/or TCM Scope: NON-REGIONALLY SIGNIFICANT
CAXT3	Interchange - Modify/Replace/Reconfigure - Lane Addition(s) with Non-motorized and/or TCM Scope: REGIONALLY SIGNIFICANT
CAYT3	Interchange - Modify/Replace/Reconfigure - Lane Addition(s) with Non-motorized and/or TCM Scope: GOODS MOVEMENT
CARH3	Interchange - Modify/Replace/Reconfigure - Lane Addition(s)
CAN65	New Bridge: NON-REGIONALLY SIGNIFICANT
CAX65	New Bridge: REGIONALLY SIGNIFICANT
CAY65	New Bridge: GOODS MOVEMENT
CANT4	New Bridge with Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT
CAXT4	New Bridge with Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT4	New Bridge with Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CAN66	New Connections/Cross Traffic Improvements: NON-REGIONALLY SIGNIFICANT
CAX66	New Connections/Cross Traffic Improvements: REGIONALLY SIGNIFICANT
CAY66	New Connections/Cross Traffic Improvements: GOODS MOVEMENT
CANT5	New Connections/Cross Traffic Improvements with Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT
CAXT5	New Connections/Cross Traffic Improvements with Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT5	New Connections/Cross Traffic Improvements with Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CAN67	New Highway (no HOV Lanes): NON-REGIONALLY SIGNIFICANT
CAX67	New Highway (no HOV Lanes): REGIONALLY SIGNIFICANT
CAY67	New Highway (no HOV Lanes): GOODS MOVEMENT
CAN68	New Highway with HOV Lane(s): NON-REGIONALLY SIGNIFICANT
CAX68	New Highway with HOV Lane(s): REGIONALLY SIGNIFICANT
CAY68	New Highway with HOV Lane(s): GOODS MOVEMENT
CANT6	New Highway with Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT
CAXT6	New Highway with Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT6	New Highway with Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CAN69	New HOV Lane(s): NON-REGIONALLY SIGNIFICANT
CAX69	New HOV Lane(s): REGIONALLY SIGNIFICANT
CAY69	New HOV Lane(s): GOODS MOVEMENT
CAN70	New Interchange: NON-REGIONALLY SIGNIFICANT
CAX70	New Interchange: REGIONALLY SIGNIFICANT

CAY70	New Interchange: GOODS MOVEMENT
CANT7	New Interchange w/ Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT
CAXT7	New Interchange w/ Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT7	New Interchange w/ Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CAN71	New Interchange with Ramp Meters/HOV Bypass: NON-REGIONALLY SIGNIFICANT
CAX71	New Interchange with Ramp Meters/HOV Bypass: REGIONALLY SIGNIFICANT
CAY71	New Interchange with Ramp Meters/HOV Bypass: GOODS MOVEMENT
CAN72	New Overcross or Undercross: NON-REGIONALLY SIGNIFICANT
CAX72	New Overcross or Undercross: REGIONALLY SIGNIFICANT
CAY72	New Overcross or Undercross: GOODS MOVEMENT
CANT8	New Overcross or Undercross with Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT
CAXT8	New Overcross or Undercross with Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT8	New Overcross or Undercross with Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CAN73	New Toll Bridge Facilities: NON-REGIONALLY SIGNIFICANT
CAX73	New Toll Bridge Facilities: REGIONALLY SIGNIFICANT
CAY73	New Toll Bridge Facilities: GOODS MOVEMENT
CANT9	New Toll Bridge with Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIG.
CAXT9	New Toll Bridge with Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT9	New Toll Bridge with Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CART0	Overcross or Undercross Improvements (Lane Add.) w/ Non-motorized and/or TCM Scope/Facilities: NON-REGIONALLY SIGNIFICANT
CAXT0	Overcross or Undercross Improvements (Lane Add.) w/ Non-motorized and/or TCM Scope/Facilities: REGIONALLY SIGNIFICANT
CAYT0	Overcross or Undercross Improvements (Lane Add.) w/ Non-motorized and/or TCM Scope/Facilities: GOODS MOVEMENT
CAR75	Overcross or Undercross Improvements (Lane Additions): NON-REGIONALLY SIGNIFICANT
CAX75	Overcross or Undercross Improvements (Lane Additions): REGIONALLY SIGNIFICANT
CAY75	Overcross or Undercross Improvements (Lane Additions): GOODS MOVEMENT
CAR59	Restriping for "Mix" Flow Lanes: NON-REGIONALLY SIGNIFICANT
CAX59	Restriping for "Mix" Flow Lanes: REGIONALLY SIGNIFICANT
CAY59	Restriping for "Mix" Flow Lanes: GOODS MOVEMENT
CAN74	Slow Vehicle Passing Lanes/Truck Climbing Lanes in Urbanized Areas: NON-REGIONALLY SIGNIFICANT
CAN74	Slow Vehicle Passing Lanes/Truck Climbing Lanes in Urbanized Areas: REGIONALLY SIGNIFICANT
CAN74	Slow Vehicle Passing Lanes/Truck Climbing Lanes in Urbanized Areas: GOODS MOVEMENT

Non-Capacity Improvements

NC

NCN21	Auxiliary Lane Not Through Next Intersection
NCN37	Auxiliary Lane Through Interchange
NCN25	Bicycle & Pedestrian Facilities - New
NCR25	Bicycle & Pedestrian Facilities - Upgrade
NCN26	Bicycle Facility - New
NCR26	Bicycle Facility - Upgrade
NCRT1	Bridge Restoration & Replace (No Lane Additions) w/ Non-motorized and/or TCM Scope/Facilities
NCR36	Bridge Restoration & Replacement (No Lane Additions)
NCR38	Chain Control/Brake Inspection
NCR81	Curb and Gutter Improvements
NCRH4	Curve Correction/Improve Alignment

NCN47	Directional/Informational Signs / Sign Removal
NCN31	Grade Separation; Railroad/Highway Crossing - Non Capacity
NCR82	Historic Preservation
NCRT3	Interchange - Modify/Replace (non-capacity) w/ Non-motorized and/or TCM Scope/Facilities
NCRH3	Interchange - Modify/Replace/Reconfiguration
NCRH1	Intersection Improvements/Channelization
NCN84	Land Acquisition
NCN85	Land Acquisition - Abandoned Railway
NCN45	Land Acquisition for Scenic Easement
NCN95	Left Turn Lane(s)
NCN86	Maintenance/Storage Facility - New
NCR86	Maintenance/Storage Facility - Upgrade
NCN34	Median Barrier - New/ Add Median
NCR34	Median/ Median Barrier Upgrade
NCR87	Overcross or Undercross Improvements (No Lane Additions)
NCRT0	Overcross/Undercross Improvements (No Lane Additions) w/ Non-motorized and/or TCM Scope
NCR10	Passenger Benches & Small Shelters
NCR28	Passenger Loading Areas
NCN27	Pedestrian Facilities - New
NCR27	Pedestrian Facilities - Upgrade
NCN46	Planting/Landscaping
NCR46	Planting/Landscaping Restoration
NCR88	Ramps - Modify
NCR77	Reversible lanes
NCR31	Road Replacement and Rehabilitation (No Lane Additions)
NCN33	Roadside Rest Area - New
NCR33	Roadside Rest Area Restoration
NCR30	Safety Improvements
NCR78	Seismic Retrofit
NCR22	Shoulder Widening
NCN29	Sidewalks/Curb Cuts - New
NCR29	Sidewalks/Curb Cuts - Upgrade
NCNH2	Signal(s) - at Intersections (non signal synchronization projects)
NCR79	Slope and Drainage Improvements
NCN35	Slow Vehicle Passing Lanes/Truck Climbing Lanes outside Urbanized Areas
NCR42	Sound Walls
NCR49	Storm Maintenance/Repair/Clearing
NCR35	Street Lights
NCRH5	Truck Size and Weight Inspection Stations
NCR90	Turnouts
NCR91	Upgraded Facilities (No Lane Additions)
NCRT2	Upgraded Facilities (No Lane Additions) w/ Non-motorized and/or TCM Scope/Facilities
Revenue Operations and Capital	
TR	<i>Codes that Apply Across Bus and Rail Modes</i>
TRN06	Administrative Equipment - New
TRR06	Administrative Equipment - Upgrade/Rehabilitate
TRN08	Fare Equipment/Ticket Vending Machines
TRN07	Maintenance Equipment - New
TRR07	Maintenance Equipment - Upgrade
NCN86	Maintenance/Storage Facility - New
NCR86	Maintenance/Storage Facility - Upgrade
TRNH6	Passenger Stations/Facilities - New

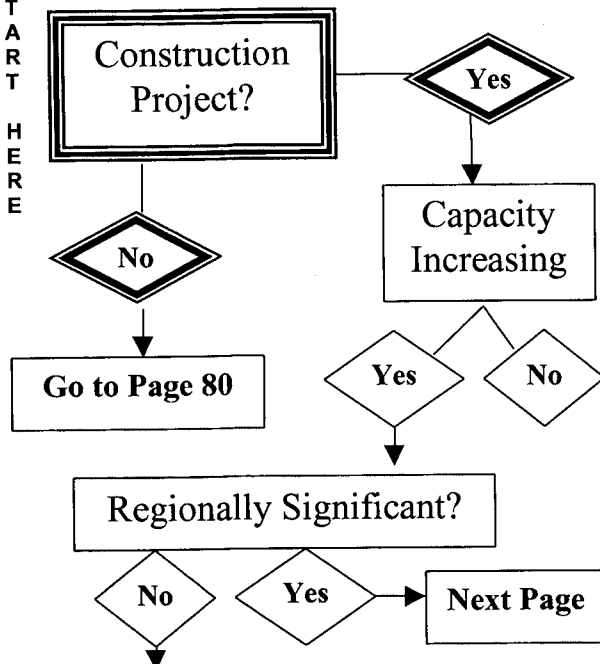
TRRH6	Passenger Stations/Facilities - Rehabilitation/Improvements
TRN09	Power, Signals and/or Communications
TRN92	Track Extension
TRR15	Track Replacement/Rehabilitation
TRN14	Track Structures - New
TRR14	Track Structures - Rehabilitation/Reconstruction
ITS01	Real Time Rail or Transit Notification System
BU <i>Bus - (Fixed-Route and Intercity/Commuter Bus)</i>	
BUO01	Bus - Capital Lease
BUO00	Bus Operations/Operating Assistance
BUN07	Bus Service Equipment/Operating Equipment
BUN94	Buses – Expansion - Alternative Fuel
BUN93	Buses – Expansion - Gas/Diesel
BUR05	Buses – Rehabilitation/Improvements - Alternative Fuel
BUR04	Buses – Rehabilitation/Improvements - Gas/Diesel
BUR17	Buses – Replacement - Alternative Fuel
BUR16	Buses – Replacement - Gas/Diesel
CO <i>Commuter Rail</i>	
CON94	Commuter Rail Cars and/or Locomotives – Expansion -Alternative Fuel
CON93	Commuter Rail Cars and/or Locomotives – Expansion -Gas/Diesel
COR05	Commuter Rail Cars and/or Locomotives – Rehabilitation/Improvements -Alternative Fuel
COR04	Commuter Rail Cars and/or Locomotives – Rehabilitation/Improvements -Gas/Diesel
COR17	Commuter Rail Cars and/or Locomotives – Replacement -Alternative Fuel
COR16	Commuter Rail Cars and/or Locomotives – Replacement -Gas/Diesel
COO00	Commuter Rail Operations/Operating Assistance
CON07	Commuter Rail Service Equipment/Operating Equipment
FE <i>Ferry Service</i>	
FEO00	Ferry Service Operations/Operating Assistance
FEN07	Ferry Service Equipment/Operating Equipment
FEN94	Ferry Service Vessels - Expansion -Alternative Fuel
FEN93	Ferry Service Vessels - Expansion -Gas/Diesel
FER05	Ferry Service Vessels - Rehabilitation/Improvements -Alternative Fuel
FER04	Ferry Service Vessels - Rehabilitation/Improvements -Gas/Diesel
FER17	Ferry Service Vessels - Replacement -Alternative Fuel
FER16	Ferry Service Vessels - Replacement -Gas/Diesel
LR <i>Light Rail</i>	
LRN94	Light Rail Cars and/or Locomotives - Expansion -Alternative Fuel
LRN93	Light Rail Cars and/or Locomotives - Expansion -Gas/Diesel
LRR05	Light Rail Cars and/or Locomotives - Rehabilitation/Improvements -Alternative Fuel
LRR04	Light Rail Cars and/or Locomotives - Rehabilitation/Improvements -Gas/Diesel
LRR17	Light Rail Cars and/or Locomotives - Replacement -Alternative Fuel
LRR16	Light Rail Cars and/or Locomotives - Replacement -Gas/Diesel
LRN92	Light Rail Extension
LRO00	Light Rail Operations/Operating Assistance
LRN07	Light Rail Service Equipment/Operating Equipment
PA <i>Paratransit</i>	
PAO00	Paratransit Operations/Operating Assistance
PAN07	Paratransit Service Equipment/Operating Equipment

PAN94	Paratransit Vehicles - Expansion -Alternative Fuel
PAN93	Paratransit Vehicles - Expansion -Gas/Diesel
PAR05	Paratransit Vehicles - Rehabilitation/Improvements -Alternative Fuel
PAR04	Paratransit Vehicles - Rehabilitation/Improvements -Gas/Diesel
PAR17	Paratransit Vehicles - Replacement -Alternative Fuel
PAR16	Paratransit Vehicles - Replacement -Gas/Diesel
RA	<i>Rail (Intercity and Heavy Rail)</i>
RAN94	Rail Cars and/or Locomotives - Expansion -Alternative Fuel
RAN93	Rail Cars and/or Locomotives - Expansion -Gas/Diesel
RAR05	Rail Cars and/or Locomotives - Rehabilitation/Improvements -Alternative Fuel
RAR04	Rail Cars and/or Locomotives - Rehabilitation/Improvements -Gas/Diesel
RAR17	Rail Cars and/or Locomotives - Replacement -Alternative Fuel
RAR16	Rail Cars and/or Locomotives - Replacement -Gas/Diesel
RAN92	Rail Extension
RAO00	Rail Operations/Operating Assistance
RAN07	Rail Service Equipment/Operating Equipment
Intelligent Transportation Systems (ITS)	
ITS	
ITS01	Real Time Transit or Rail Notification System
ITS02	Signal Synchronization
ITS03	Smart Fare Card and Equipment
ITS04	Traffic Management/Operations Centers
	<i>Traffic Operations System Element Projects</i>
ITS05	Changeable Message Signs (CMS)
ITS06	Closed Circuit Televisions (CCTVs)
ITS07	Control Stations (CS) / Weigh in Motion (WIM) station
ITS08	Fiber Optic Communications
ITS09	Ramp Metering Systems
ITS10	Signal Preemption
ITS11	Signal Video Enforcement
ITS12	Traveler/Motorist Information Systems; Highway Advisory Radios
ITS13	Vehicle Detection (VDS) & Automatic Vehicle Classification (AVC) Systems
ITS14	Various Traffic Op. System Elements (ITS05 to ITS13)
Transportation Demand Management (TDM)	
TD	
TDN64	Park & Ride Lot - New
TDR64	Park & Ride Lot Modifications/Upgrade
TDM20	Ridesharing
TDM24	TDM Programs - non Ridematching & non Park & Ride
Lump Sum Categories	
SH	<i>Caltrans SHOPP Projects</i>
SHP01	Operations
SHP02	Roadside Rehabilitation
SHP03	Roadway Rehabilitation

SHP04	Safety
LU	<u>Conformity Exempt Project Categories</u>
LUM01	Operational Improvements
LUM02	Rehabilitation and Reconstruction
LUM03	Safety
LUM04	Transportation Enhancement Activities (only eligible items)
LUM05	Truck Climbing Lanes (outside urbanized areas)

Guide to Program Code Selection

START
HERE

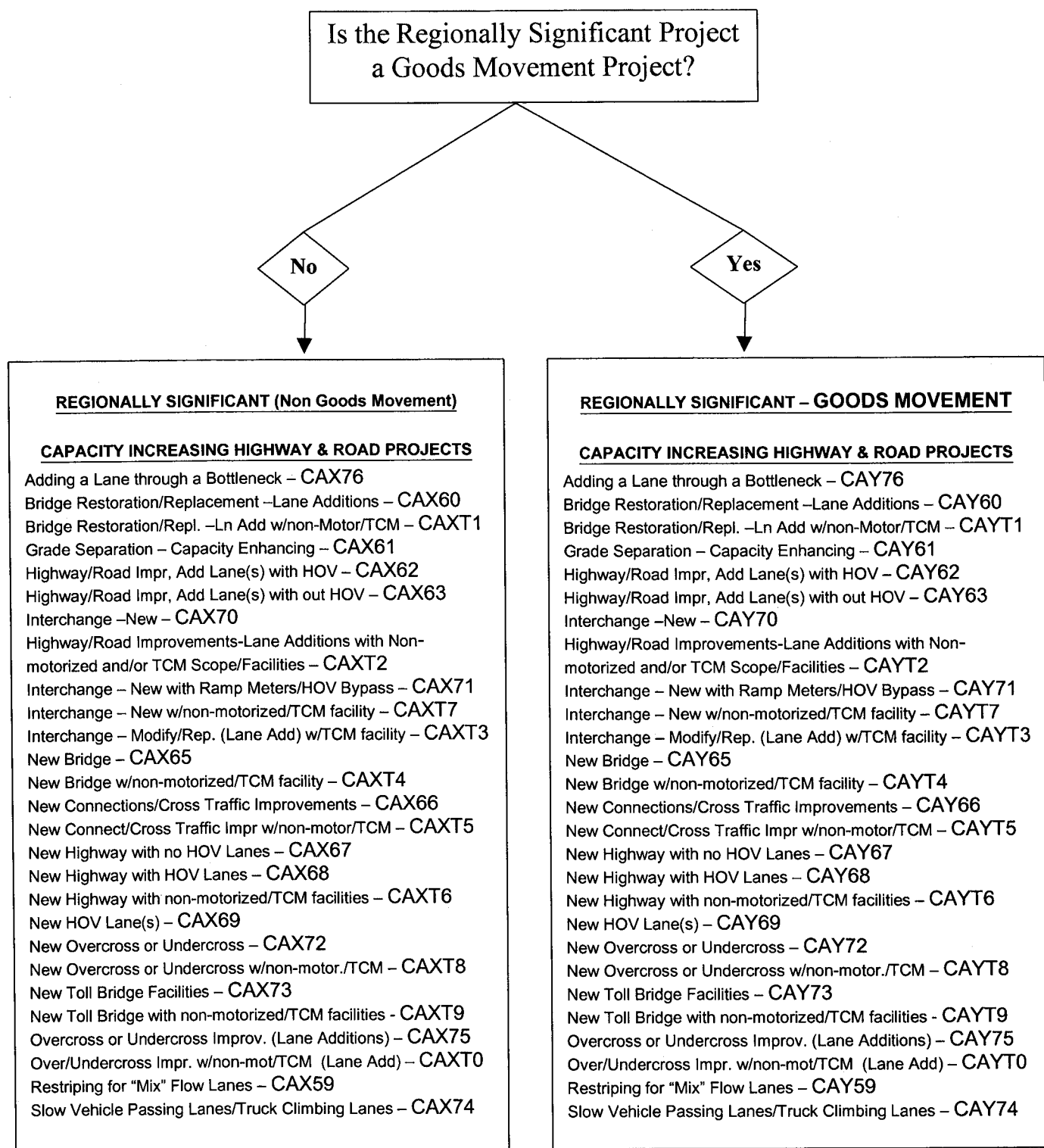


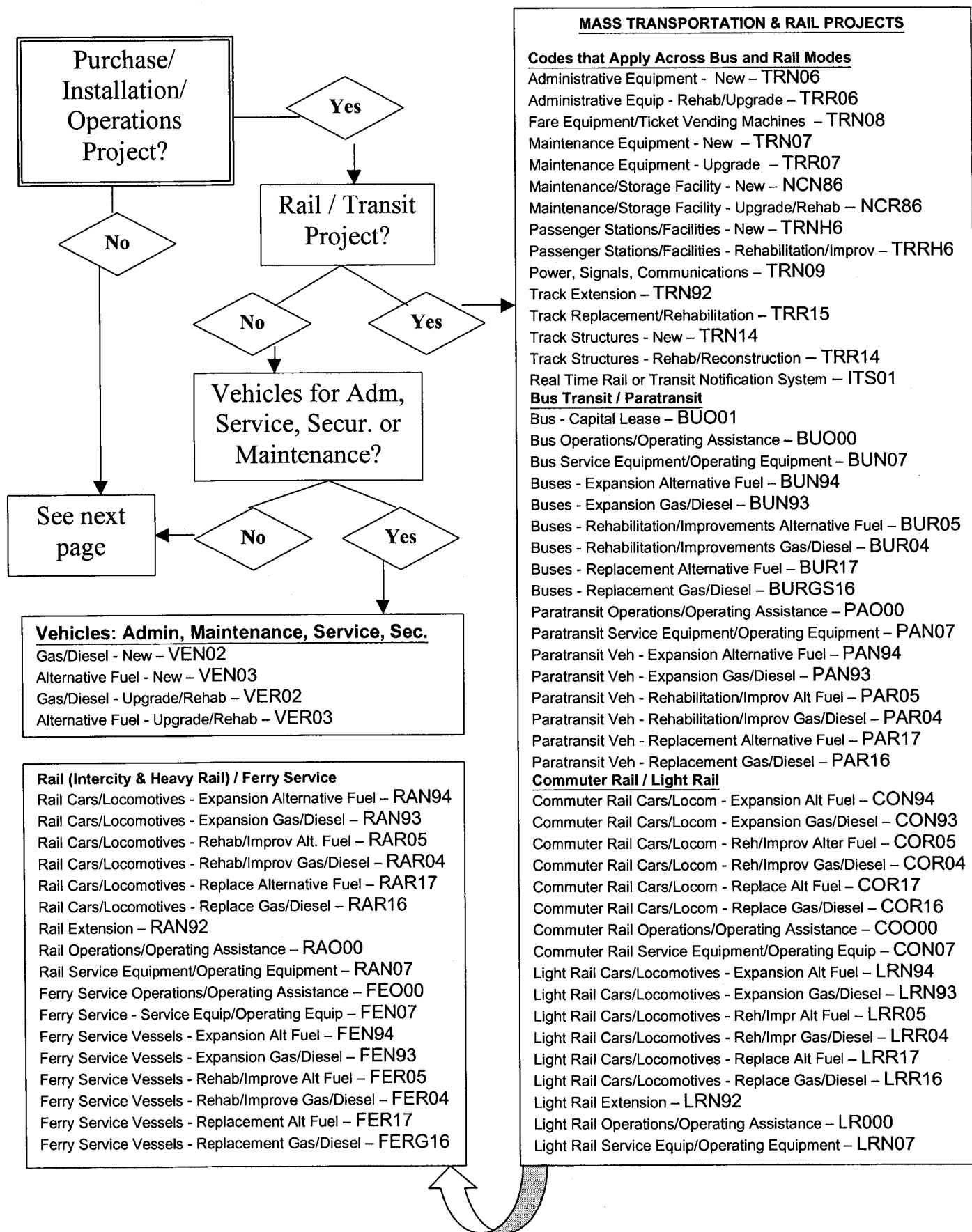
CAPACITY INCREASING HIGHWAY & ROAD PROJECTS

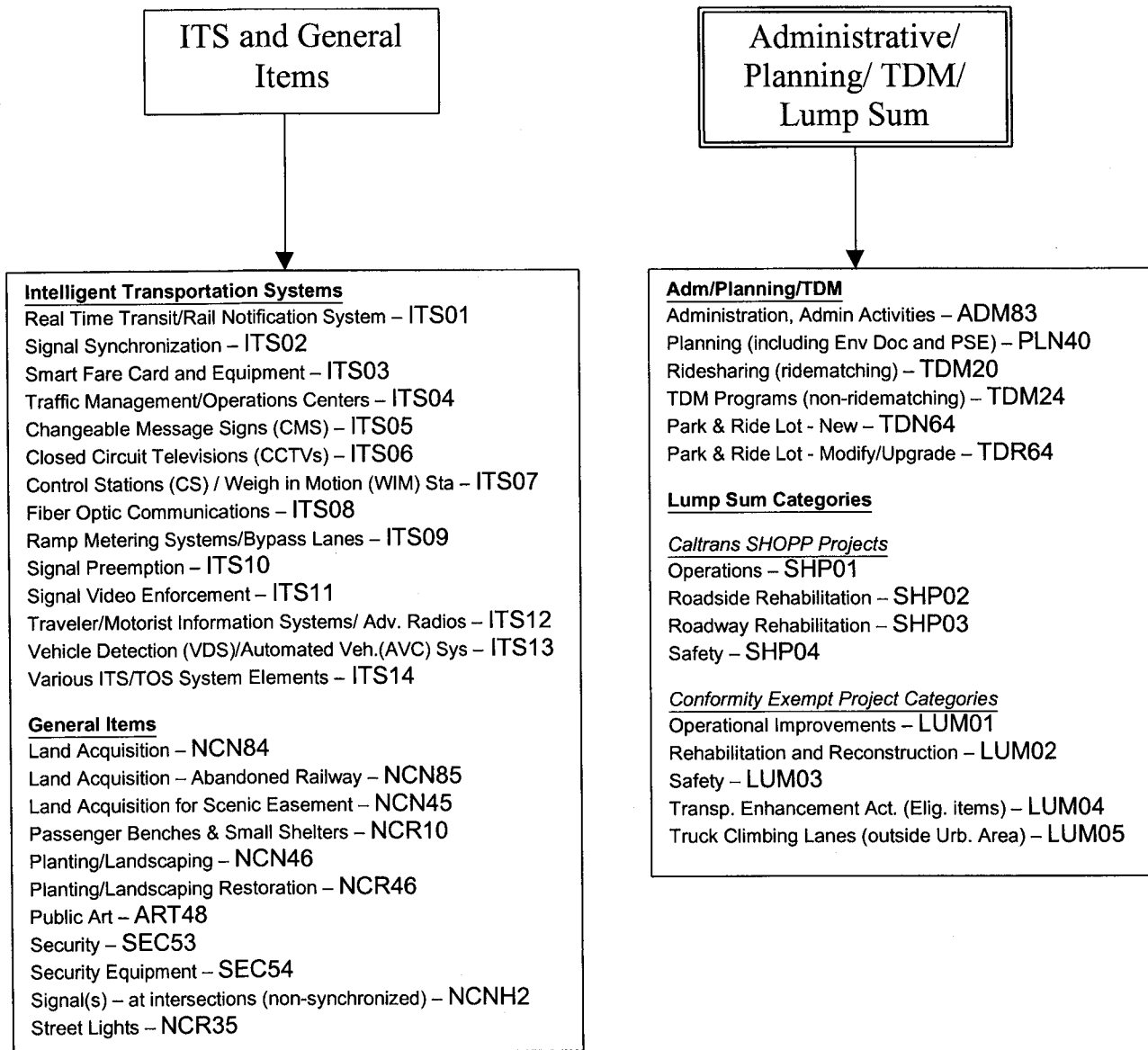
Adding a Lane through a Bottleneck – CAN76
 Bridge Restoration/Replacement – Lane Additions – CAR60
 Bridge Restoration/Repl. – Ln Add w/non-Motor/TCM – CART1
 Grade Separation – Capacity Enhancing – CAN61
 Highway/Road Impr, Add Lane(s) with HOV – CAR62
 Highway/Road Impr, Add Lane(s) with out HOV – CAR63
 Highway/Road Impr, Lane add w/non-motor/TCM – CART2
 Interchange – New – CAN70
 Interchange – New with Ramp Meters/HOV Bypass – CAN71
 Interchange – New w/non-motorized/TCM facility – CANT7
 Interchange – Modify/Replace/Rec (Lane Additions) – CARH3
 Interchange – Modify/Rep. (Lane Add) w/TCM facility – CART3
 New Bridge – CAN65
 New Bridge w/non-motorized/TCM facility – CANT4
 New Connections/Cross Traffic Improvements – CAN66
 New Connect/Cross Traffic Impr w/non-motor/TCM – CANT5
 New Highway with no HOV Lanes – CAN67
 New Highway with HOV Lanes – CAN68
 New Highway with non-motorized/TCM facilities – CANT6
 New HOV Lane(s) – CAN69
 New Overcross or Undercross – CAN72
 New Overcross or Undercross w/non-motor./TCM – CANT8
 New Toll Bridge Facilities – CAN73
 New Toll Bridge with non-motorized/TCM facilities – CANT9
 Overcross or Undercross Improv. (Lane Additions) – CAR75
 Over/Undercross Impr. w/non-mot/TCM (Lane Add) – CART0
 Restriping for "Mix" Flow Lanes – CAR59
 Slow Vehicle Passing Lanes/Truck Climbing Lanes – CAN74

NON-CAPACITY CONSTRUCTION PROJECTS (ALL TYPES)

Administrative Offices/Facility - New – ADN55
 Administrative Offices/Facility - Rehab/Improve – ADR55
 Auxiliary Lane Not through Next Intersection – NCN21
 Auxiliary Lane through Interchange – NCN37
 Bicycle & Pedestrian Facilities - New – NCN25
 Bicycle & Pedestrian Facilities - Upgrade – NCR25
 Bicycle Facility - New – NCN26
 Bicycle Facility - Upgrade – NCR26
 Bridge Restoration & Replac. -No Lane Additions – NCR36
 Bridge Restor/Rep -No Add Lns w/non-motor/TCM – NCRT1
 Chain Control/Brake Inspection – NCR38
 Child Care Facility – CHI50
 Curb and Gutter Improvements – NCR81
 Curve Correction/Improve Alignment – NCRH4
 Directional / Informational Signs / Sign Removal – NCN47
 Fueling Stations – FUL51
 Fueling Stations - Alternative Fuel – FUL52
 Grade Separation; RR/HWY Crossing - Non-Cap – NCN31
 Historic Preservation – NCR82
 Interchange -Modify/Replace (non-capacity) – NCRH3
 Interchange -Modify/Replace w/non-motor/TCM – NCRT3
 Intersection Improv./Channelization (non-capacity) – NCRH1
 Maintenance/Storage Facility -New – NCN86
 Maintenance/Storage Facility -Upgrade – NCR86
 Median Barrier/Add Median -New – NCN34
 Median/Median Barrier -Upgrade – NCR34
 Overcross/Undercross Improv. - No Lane Additions – NCR87
 Overcross/Under. Improv - w/non-motorized/TCM – NCRT0
 Passenger Benches & Small Shelters – NCR10
 Passenger Loading Areas – NCR28
 Pedestrian Facilities - New – NCN27
 Pedestrian Facilities - Upgrade – NCR27
 Public Art – ART48
 Ramps -Modify – NCR88
 Reversible lanes – NCR77
 Road Replacement and Rehabilitation – NCR31
 Roadside Rest Area - New – NCN33
 Restoration – NCR33
 Safety Improvements – NCR30
 Security Facilities – SEC54
 Seismic Retrofit – NCR78
 Shoulder Widening – NCR22
 Sidewalks/Curb Cuts - New – NCN29
 Sidewalks/Curb Cuts - Upgrade – NCR29
 Slope/Drainage Improvements – NCR79
 Sound Walls – NCR42
 Storm Maintenance/Repair/Clearing – NCR49
 Truck Size and Weight Inspection Stations – NCRH5
 Turnouts – NCR90
 Upgraded Facilities - no new travel lanes – NCR91
 Upgraded Facilities w/non-motor/TCM – NCRT2







2. Change Reason Codes

Change Reason codes help identify whether a project is new or the purpose for the amendment. Below is the list of Change Reason codes. The Change Reason codes will be modified pending discussions with Commissions.

CHG_REASON CODES	DESCRIPTION
AC CONV	AC CONVERSION
AC INC #1	AC INCREMENTAL CONVERSION #1

AC INC #2	AC INCREMENTAL CONVERSION #2
AC INC #3	AC INCREMENTAL CONVERSION #3
AWARD	AWARDED PROJECT
COMB	COMBINED PROJECT
COMB SCH<	COMBINED PROJECT & SCHEDULE ADVANCE
COMB SCH>	COMBINED PROJECT & SCHEDULE DELAY
COMP	COMPLETED PROJECT
COST SCH<	COST CHANGE AND SCHEDULE ADVANCE
COST SCH>	COST CHANGE AND SCHEDULE DELAY
COST<	COST DECREASE
COST>	COST INCREASE
DEL	DELETED PROJECT
DEL COMB	DELETED COMBINED PROJECT
DEL NEW ID	DELETED NEW IDENTIFICATION
DEL 3090	DELETED AB 3090
DESC CHG	DESCRIPTION CHANGE
ENGR CHG	ENGINEERING CHANGE
FTA	FUND TRANSFER AGREEMENT
FUND CHG	FUND SOURCE CHANGE
LEAD CHG	LEAD AGENCY CHANGE
LIMIT CHG	LIMIT CHANGE
MINOR CHG	MINOR CHANGE
NEW COMB	NEW COMBINED PROJECT
NEW PAY	NEW PAYBACK PROJECT
NEW PRJ	NEW PROJECT
NEW PRJ ID	NEW PROJECT ID

NEW SPLIT	NEW SPLIT PROJECT
PRJ ALLOT	PROJECT ALLOTMENT
PRJ ALLOT2	PROJECT ALLOTMENT #2
PRJ ALLOT3	PROJECT ALLOTMENT #3
PRO AMEND	PROPOSED AMENDMENT
PRO VOTE	PROPOSED VOTE
R/W CHG	RIGHT OF WAY CHANGE
RE PGM	RE PROGRAMMED
SCH<	SCHEDULE ADVANCED
SCH>	SCHEDULE DELAY
SCOPE CHG	SCOPE CHANGE
SPLIT	SPLIT PROJECT
SPLIT SCH<	SPLIT PROJECT WITH SCHEDULE ADVANCE
SPLIT SCH>	SPLIT PROJECT WITH SCHEDULE DELAY
TEAM	RESERVED FOR CMSD DEVELOPMENT TEAM
UN VOTE	UN VOTED PROJECT
VOTE	VOTED PROJECT
VOTE COMB	VOTED COMBINE PROJECT
VOTE EXT	VOTED EXTENSION
VOTE PAY	VOTED PAYBACK PROJECT
VOTE REV	VOTED REVISION
VOTE SCH<	VOTED PROJECT ADVANCED
VOTE SCH>	VOTED PROJECT DELAYED
VOTE SPLIT	VOTED SPLIT PROJECT
C/O 2001	2001 FTIP CARRYOVER

3. Element Codes

Element Codes have been completely changed to identify the project phase when the project is programmed or amended in the RTIP.

ELEMENT CODES	DESCRIPTION
1	NO PROJECT ACTIVITY
2	ENVIRONMENTAL DOCUMENT / PRE-DESIGN PHASE (PAED)
3	ENGINEERING / PLANS, SPECIFICATIONS AND ESTIMATES (PS&E)
4	BID/ADVERTISE PHASE
5	CONTRACT AWARD
6	CONSTRUCTION / PROJECT IMPLEMENTATION BEGINS
7	CONSTRUCTION / IMPLEMENTATION COMPLETE, PROJECT OPEN FOR USE
8	FIRST VEHICLE DELIVERED
9	ALL VEHICLES DELIVERED
10	CONTRACT COMPLETE

4. Environmental Codes

Environmental Codes identify the proposed environmental document or the actual environmental document type obtained for the project. Environmental Codes are listed below.

ENVIRONMENT CODE	DESCRIPTION
CE	CATEGORICALLY EXEMPT
DCE	DRAFT CATEGORICALLY EXEMPT
DEIR	DRAFT ENVIRONMENTAL IMPACT REPORT
DEIS	DRAFT ENVIRONMENTAL IMPACT STATEMENT

DND	DRAFT NEGATIVE DECLARATION
FEIR	FINAL ENVIRONMENTAL IMPACT REPORT
FEIS	FINAL ENVIRONMENTAL IMPACT STATEMENT
FONSI	FINDING OF NO SIGNIFICANT IMPACT
ND	NEGATIVE DECLARATION
SE	STATUTORY EXEMPT
UN	UNKNOWN ENVIRONMENTAL STATUS

5. Conformity Category

The Conformity Category helps identify projects that are exempt from conformity analysis. These projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. The Conformity Codes listed below are being reviewed by SCAG staff for possible revision.

CONFORMITY CATEGORY
TCM
EXEMPT/TRAFFIC SIGNALIZATION
NON-FEDERAL/NON- REGIONAL
<OTHER>

6. Fund Codes

Fund Codes identify the specific type of funds programmed for each project. It is very important that Fund Codes be entered correctly as this can delay the obligation of funds. Fund Codes are listed below.

FUND	DESC	SOURCE
1112	RECREATIONAL TRAILS	FEDERAL MISC
5207	INTELLIGENT TRANS SYS	FEDERAL MISC
5307	FTA 5307 UZA FORMULAR	FTA

5307-OP	FTA 5307-OPERATING	FTA
5308	CLEAN FUEL FORMULA	FTA
5309a	FTA 5309(a) GUIDEWY	FTA
5309b	FTA 5309(b) NEW RAIL	FTA
5309c	FTA 5309(c) BUS	FTA
5310	FTA 5310 ELD & DISABI	FTA
5311	FTA 5311 NON-UZA	FTA
5313	STATE PLNG & RESEARCH	FTA
5394	ROGAN HR5394	FEDERAL MISC
AB2766	STATE AB2766	STATE MISC
AGENCY	AGENCY	LOCAL
AIR	AIR BOARD	LOCAL
AMTRAK	AMTRAK	FEDERAL MISC
BENEFIT	BENEFIT ASSESS DIST	LOCAL
BIA	BU OF INDIAN AFFAIRS	FEDERAL MISC
BONDL	BONDS - LOCAL	LOCAL
BR-LOCS	BRIDGE LOCAL SEISMIC	FEDERAL
CDBG	COMM DEV BLOCK GRANT	FEDERAL MISC
CITY	CITY FUNDS	LOCAL
CMAQ	CMAQ	FEDERAL
CMOYER	CARL MOYER FUNDS	STATE MISC
CO	COUNTY	LOCAL
DEMISTE	DEMO - ISTE A	FEDERAL MISC
DEMO	DEMO-PRE ISTE A	FEDERAL MISC
DEMOT21	DEMO - TEA 21	FEDERAL MISC
DEV FEE	DEVELOPER FEES	LOCAL
DOC	DEPT COMMERCE	FEDERAL MISC
DOD	DEFENSE FUNDS	FEDERAL MISC

EDA	EDA GRANT	FEDERAL MISC
ER-LOC	E R - LOCAL	FEDERAL MISC
ER-S	E R - STATE	STATE MISC
FARE	FARE REVENUE	LOCAL
FEE	FEE	LOCAL
FLH	FOREST HWY FUNDS	FEDERAL MISC
GEN	GENERAL FUNDS	LOCAL
HBRR-L	BRIDGE - LOCAL	FEDERAL
HUD	HOUSING & URBAN DEV	FEDERAL MISC
I	INTERSTATE	FEDERAL
IM	INTERSTATE MAINTENANC	FEDERAL
IS	INTERSTATE SUBSTITUT	FEDERAL
LTF	LOCAL TRANS FUNDS	LOCAL
MELLO	MELLO ROOS	LOCAL
NH	NATIONAL HWY SYSTEM	FEDERAL
NSBP	SCENIC BYWAYS DISCRET	FEDERAL
ORA-BCK	ORANGE M - TURNBACK	LOCAL
ORA-FWY	ORANGE M - FREEWAY	LOCAL
ORA-GMA	ORANGE M - GMA	LOCAL
ORA-IIP	ORANGE M - IIP	LOCAL
ORA-PAH	ORANGE M - MPAH	LOCAL
ORA-RIP	ORANGE M - REG I/C	LOCAL
ORA-SIP	ORANGE M - SIGNALS	LOCAL
ORA-SSP	ORANGE M - SMARTST	LOCAL
ORA-TDM	ORANGE M - TDM	LOCAL
ORA-TRN	ORANGE M - TRANSIT	LOCAL
P-TAX	PROPERTY TAX	LOCAL
P116	PROP 116	STATE MISC
PC10	PROP "C10" FUNDS	LOCAL

PC20	PROP "C20" FUNDS	LOCAL
PC25	PROP "C25" FUNDS	LOCAL
PC40	PROP C"40" FUNDS	LOCAL
PC5	PROP "C5" FUNDS	LOCAL
PLH	PUBLIC LAND HWYS	FEDERAL MISC
PORT	PORT FUNDS	LOCAL
PROPA	PROP "A" FUNDS	LOCAL
PROPALR	PROP "A" LOCAL RETURN	LOCAL
PVT	PRIVATE FUNDS	LOCAL
RED	REDEVELOPMENT FUNDS	LOCAL
S-PARK	STATE PARK FUNDS	STATE MISC
SLP	STATE LOCAL PARTNER	STATE MISC
ST-CASH	STATE CASH	STATE
STA	STATE TRANSIT ASSIST	STATE MISC
STA-BLA	STATE BIKE LANE ACT.	STATE MISC
STA-PUC	STATE PUC	STATE MISC
STAL-S	STATE LEGIS - STATE	STATE MISC
STP	SURFACE TRANS PROG	FEDERAL
STPE-L	STP ENHANCE-LOCAL TEA	FEDERAL
STPL	STP LOCAL	FEDERAL
STPL-R	STP LOCAL - REGIONAL	FEDERAL
STPR-L	STP RAILROAD LOCAL	FEDERAL
STPR-S	STP RAILROAD	FEDERAL
TCR-L	TCR ON LOCAL	STATE
TCR-S	TCR ON STATE	STATE
TDA	TDA	LOCAL
TDA3	TDA ARTICLE #3	LOCAL
TDA4	TDA ARTICLE #4	LOCAL
TDA4.5	TDA ARTICLE #4.5	LOCAL
TDA4/8	TDA ARTICLE #4 & #8	LOCAL
TDA8	TDA ARTICLE #8	LOCAL

TPD	TRANS PLNG AND DEV	STATE
TRA FEE	TRAFFIC IMPACT FEES	LOCAL
UNIV	STATE UNIVERSITY	STATE MISC
XORA	MEASURE M	LOCAL
XRIV	RIV CO SALES TAX	LOCAL
XSBD	SBD CO MEASURE I	LOCAL